

MASON'S
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O.K.
SAUCE.

Hongkong Daily Press

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No. 21,958 號捌拾伍百玖仟壹萬式第 日柒拾月拾辰戊 HONG KONG. WEDNESDAY, NOVEMBER 28th, 1928. 叁拜禮 日捌廿月壹拾年八廿百九仟壹萬. PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 A.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon Dep.	6.40	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05
Yau Ma Tei Dep.	6.49	8.14	9.14	10.14	11.14	12.14	1.14	2.14	3.14	4.14	5.14	6.14	7.14	8.14	9.14	10.14	11.14	12.14	1.14	2.14	3.14	4.14	5.14	6.14
Shatin Dep.	7.01	8.26	9.26	10.26	11.26	12.26	1.26	2.26	3.26	4.26	5.26	6.26	7.26	8.26	9.26	10.26	11.26	12.26	1.26	2.26	3.26	4.26	5.26	6.26
Tai Po Dep.	7.15	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40
Ma On Shan Dep.	7.30	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55
Shing Mun Dep.	7.50	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05
Shing Mun Arr.	7.55	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10
Canton Arr.	7.55	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 A.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton Dep.	8.00	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25
Shing Mun Dep.	8.05	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30
Shing Mun Arr.	8.10	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35
Tai Po Dep.	8.15	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40
Shatin Dep.	8.25	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50
Yau Ma Tei Dep.	8.35	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00
Kowloon Arr.	8.40	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05

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MYSTERY MAN OF THE WAR.

AMERICAN FRIEND OF LORD YIPRES IN LONDON.

Mr. George Gordon Moore, the
American financier, whose frequent
appearances at British General
Headquarters during the early part
of the war culminated in a storm
of rumour and a libel action, was
in London last month on a ten days'
pleasure trip.

He was, perhaps, the late Lord
Yipres' greatest personal friend, and
his continuous association as a
foreigner and a neutral with the
British commander-in-chief was
twisted by countless tongues into a
web of scandal that provided the
"home" sensation of 1918.

"Why was Mr. Moore at
G.H.Q.? What did Lord Yipres
(then Sir John French) say to him,
and he to Lord Yipres?" The
essence of these rumours eventually
appeared in print, and Mr. Moore
brought a libel action against an
evening newspaper.

He was triumphant. Lord Yipres
gave evidence. The defendants
apologised, the record was with-
drawn, and the Lord Chief Justice
pointed out how unfounded were all
the allegations against Mr. Moore.

The mysterious Mr. Moore is a
dark, clean-shaven, much-alive man,
who smiles readily, and who speaks
with a slow rasp.

"My memories of the war," he
said, "Yes, they are vivid but we
won't talk about that."

"Do you think that Lord Yipres'
reputation has been truly appreci-
ated?"

"It will be," replied Mr. Moore,
"when you produce an English
Tactician—he was a most useful little
historian—who can write the real
story of the war. No one has done
that yet. You—and he spoke
slowly, leaning back in his chair—
you English won the war in the
first four months. The French
didn't win it. And you had Lord
Yipres to lead you. He's the great-
est soldier you've had in your mili-
tary history. He's a Wellington!"

Pound At Par.

"And now, you tell me some-
thing. How did you get the pound
back to par? How did you do it?
I think that's marvellous. You
know, the French haven't done it—
their franc's still worth two pence."

"France," said Mr. Moore, "is
dead compared with England."
"And the feeling between the
three countries?"

"The feeling is about the same
now. And you—there's one thing
you ought to do—clear up the
mystery about that Naval Pact.
You're about half as popular with
us as you used to be. The only
man who has come well out of it is
Heast, and he's a hero in
America."

Mr. Moore smiled. "Why don't
you get some one clever, like Win-
ston Churchill, to write it up—an
explanation that's not an apology,
just the whole story? You know,
some of us feel that you and France
have come together at our expense."

"Another thing you ought to do,"
he said, "is to look after your
Dominions. Be careful of them.
Little Englanders are no good to
you. The world isn't run by little
things. You're inside within the
Empire and a tariff wall round it
is your best plan."

"The headmaster was definite on
the dangers of early specialisation,
by which a man often masters one
accomplishment to the neglect of
general culture."

"From childhood," he said, "a
boy or girl should appreciate the
beautiful through the training of
the eye."

"We cannot all be equally gifted,
but those who neglect the cultiva-
tion of hand and eye and voice miss
a great deal in this life!"

MY VIEW OF EDUCATION.

BY THE HEADMASTER OF HARROW.

Should a boy be given a general
education or be trained specially
for a career during his school days?
This important question was
answered by Dr. Norwood, the
headmaster of Harrow, in an inter-
view with a Press representative.

Dr. Norwood believes it to be a
common error of modern times for
a boy to neglect culture and general
education because it appears to have
no bearing on the work he hopes
to take up in after life.

Why Boys Go To School.

"Boys are at school," he explained,
"to get a general education. They
are also there to develop, if
possible, that aptitude towards
knowledge which will make them
ready and anxious to go on learn-
ing all their lives."

"Special knowledge given while
at school is a mistake. That know-
ledge is best acquired in the voca-
tion itself."

"According to the plan of
education which Dr. Norwood con-
sidered the best, a boy should follow
a quite general course up to the
age of sixteen. This course would
train not only the mind, but the
eye, hand, and voice as well."

After that, in the two or three
years of public school life which
still remain to him, he may well
follow those lines of study for which
his special capacities fit him. This
is the time to lay the foundation
of his specialised studies at the
university.

"It is no disadvantage," said Dr.
Norwood, "to start professional
study even later, and the mere fact
that a boy has a late start by no
means prevents him from reaching
the highest standards of the pro-
fession."

"In the narrowest sense, there
are no specialised classes at Har-
row, but most boys at the end of
their time follow courses with a
special bias."

Most people have an individual
opinion of what subjects a general
education should cover, but Dr.
Norwood gave his conception of it
as "the training of eye, hand, and
voice at one time—a method de-
scribed as the three R's."

"It is a wonderful thing," he
said, "to think that the three
simple beginnings of education—
faculties which are special gifts of
human beings, and are not possess-
ed by any other created things."

"The understanding of values
is a precious point in education.
Without this saving knowledge men
and women would look upon money
as an end in itself."

The headmaster was definite on
the dangers of early specialisation,
by which a man often masters one
accomplishment to the neglect of
general culture.

"From childhood," he said, "a
boy or girl should appreciate the
beautiful through the training of
the eye."

"We cannot all be equally gifted,
but those who neglect the cultiva-
tion of hand and eye and voice miss
a great deal in this life!"

ATTEMPT TO BRIBE A POLICEMAN.

FORMER SCOTLAND-YARD
EMPLOYEE FINED £25.

Albert Ritwood Broderick, an
omnibus driver, formerly a me-
chanic in the Criminal Investiga-
tion Department, Scotland-yard,
was fined £25 or two months' im-
prisonment at Pontypool Police
Court for attempting to bribe a
policeman. Police Constable Taylor
said that a motor-coach plying from
Cardiff to London caught fire at
Little Mill, and the flames were ex-
tinguished by an Automobile Asso-
ciation patrol.

Broderick, the driver of another
of the same company's coaches, ap-
proached Police Constable Taylor
later, it was stated, and declared
that the driver of the damaged
coach had forgotten to tell Taylor
that he had used a chemical ex-
tinguisher on the fire before Taylor
arrived.

Broderick, it was stated, pressed
a coin into Taylor's hand, and said
"Have a drink. You know how to
make your report." Broderick told
Taylor that he was a director of
his company, and an ex-member of
Scotland-yard.

Broderick, in evidence, said that
he wrote a note of thanks to Police
Constable Taylor for his services in
saving the coach, which cost £2,500,
and handed it to him with a pound
note as a tip for services rendered,
without any corrupt intention.

The chairman said that the Bench
were satisfied that Broderick's word
could not be taken.

DIARY OF EVENTS.

To-day (November 28th.)

Launching of T.S.S. *Pingko* at
Taikeo Docks, 10.15 a.m.
Hockey: Club v. H.K.S.R.A.,
U.S.R.C. ground, 4.45 p.m.

Football: Mid-week League:
South China v. Hung Kui School,
P.W.D. Chinese v. Police, Lam
Long Wan v. Ewo Chinese.

Annual Display of H.K. Fire
Brigade, Police Headquarters, 3
p.m.
Queen's Theatre: "The King of
Kings."

World Theatre: "On Ze Boule-
vard."
Star Theatre: "The Mystery
Club."

Tea Dances: H.K. Hotel, 4.30
p.m.; King Edward Hotel, 5 p.m.
Dinner Dance: St. Francis Hotel,
8 p.m.

Principal Mails:—Outward:
Europe via Vancouver and Europe
via Siberia (*Empress of France*),
10 a.m.; United Kingdom via
Plymouth (*Empress of Canada*), 3
p.m.

Thursday (November 29th.)

Hockey: Y.M.C.A. 2nd XI. v.
K.O.S.B. Sergeants.
Queen's Theatre: "The King of
Kings."

World Theatre: "The Bugle
Call."
Star Theatre: "Don't tell the
Wife."

St. Peter's Church Young Men's
Club, Dance: Lane, Crawford's
Restaurant, 8-12 p.m.
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dance: St. Francis Hotel,
8 p.m.

Friday (November 30th.)

Christian Fellowship Meeting,
Helena May Institute, 10.30 a.m.
Hockey: Club "A" v. H.K.S.R.A.
Marina Ground, 4.45 p.m.

St. Andrew's Ball, City Hall, 8.30
p.m.
Queen's Theatre: "The King of
Kings."

World Theatre: "The Bugle
Call."
Star Theatre: "Don't tell the
Wife."

Dinner Dances: King Edward
Hotel, 8 p.m.; St. Francis Hotel, 8
p.m.
Dinner Dance: St. Francis Hotel,
8 p.m.

Principal Mails:—Outward:
Europe via Siberia (*Chenonceau*),
12.30 p.m.

Saturday (December 1st.)

St. Vincent de Paul, Rose Day.
8th Extra Race Meeting, Happy
Valley, 2 p.m.

Golf: Captain's Cup, Fanning.
Cricket: 1st Division: Craig-
gower v. Chinese R.C., Civil Ser-
vice v. H.K.C.C., Kowloon v. Navy
(F), 2nd Division: Craigcower v.
Recreio, Civil Service v. H.K.
C.C., I.R.C. v. D.B.S. (F).

Football:—First Division: South
China v. Royal Artillery, Recreio
v. Chinese Athletic Club v. Navy,
Small Units v. Kowloon, Police v.
Queen's, Second Division: South
China v. Kowloon, Recreio v. Small
Units, St. Joseph's v. K.O.S.B.,
Royal Artillery v. South China,
"A" v. Chinese Athletic v. Navy,
Queen's v. University, Eastern v.
R.A.F.

H.K. Boxing Association 2nd
Tournament, Theatre Royal, 8.15
p.m.
Queen's Theatre: "The King of
Kings."

World Theatre: "The Bugle
Call."
Star Theatre: "Don't Tell the
Wife."

Tea Dances: H.K. Hotel, 4.30
p.m.; King Edward Hotel, 5 p.m.
Dinner Dances: King Edward
Hotel, 8 p.m.; St. Francis Hotel, 8
p.m.

Principal Mails:—Outward:
Europe via Marseilles (*Kitana*),
9.30 a.m.; Europe via Mar-
seilles (*Kuruma*), 10.30 a.m.;
Europe via Siberia (*Luchon*), 6
p.m.

Sunday (December 2nd.)

1st Sunday in Advent.
Golf: Captain's Cup, Fanning.

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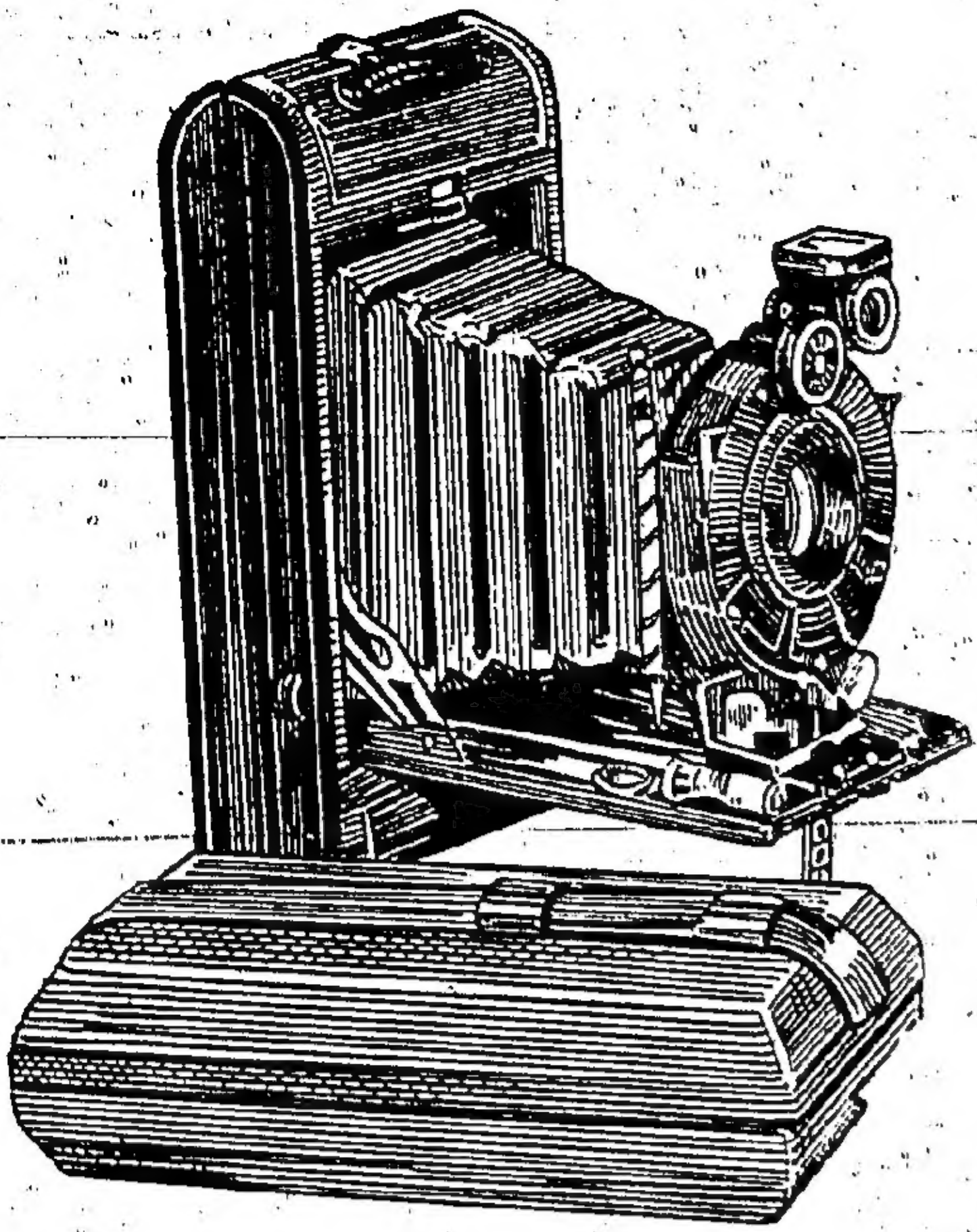
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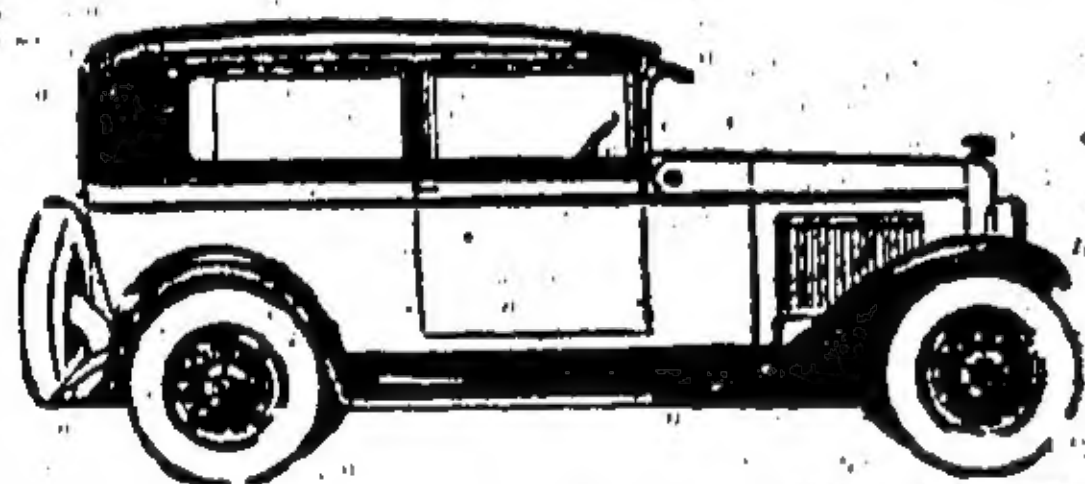
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[A.P. 18]

SOCIETY OF ST. VINCENT DE PAUL

ANNUAL MOTOR CAR DRAW

In Aid of the Funds of the Society for the Support
of the Poor of Hong Kong.

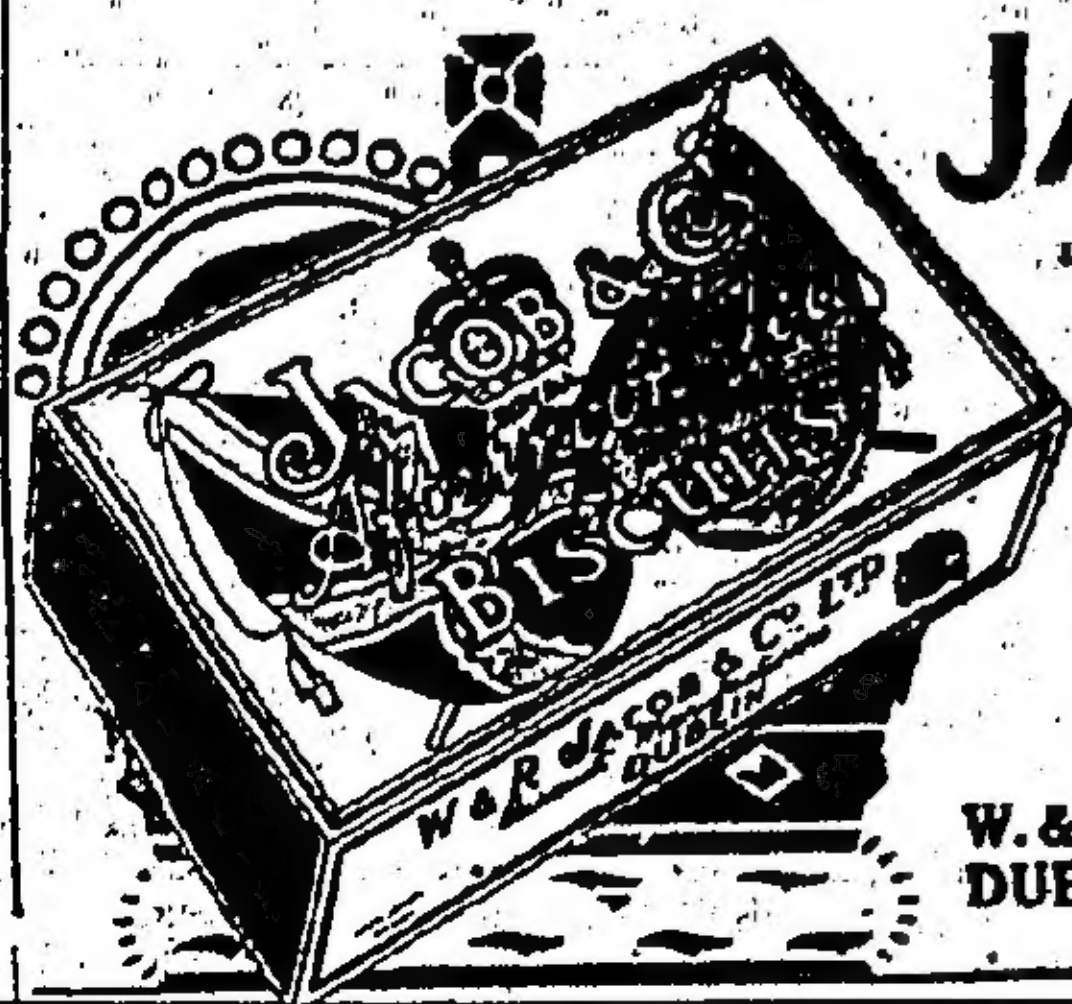


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A FIVE SEATER SEDAN
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the latest refinements.

To be drawn for on the Night of the Society's
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at various Clubs, etc., and at the Society's
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that makes treat-
time a treat

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BRITISH COTTON TRADE DEPRESSION.

ANOTHER DIAGNOSIS.

In an address to the Lancashire section of the Textile Institute in Manchester, Mr. E. E. Canney attempted to make out a case for State aid to the cotton industry. His case was founded on the assumption that the depression in the cotton trade and the other basic industries is due to "the defeat of the whole nation by its war and post-war economic problems," and that the country's policy of deflation has added to industry's burdens a load which, by itself, it is unable to carry. He suggested that the basic industries ought to become "politically conscious," to insist that the Government should compensate them for the special disabilities imposed by the war, and "to estimate the financial assistance required to repair the damage of deflation and to formulate a claim on the nation." He denied that the cotton trade was depressed as a result either of its own deficiencies or of unfavourable conditions of competition, and the general impression which many people would draw from his remarks was that "Lancashire's salvation lies in policies of activity directed towards securing a more even distribution of the material burden of the war between the depressed and the sheltered trades."

The *Manchester Guardian* hesitates to believe that Mr. Canney intended that the "leaders of the cotton trade should abandon their attempts to put the mills on a sound financial basis and to organise for greater efficiency in competition in the hope that Government assistance could restore profits and turnover to their pre-war level."

The Case For State Aid.
It is idle to deny the influence of foreign competition and of reckless company flotations on the condition of the industry, and Lancashire, which is now more fully conscious of its own shortcomings than ever before, is not likely to be greatly impressed by any diagnosis of its troubles, or by any suggested cure, which ignores those influences. Those who are most active in attempts to restore prosperity are no more anxious to ask the Government for assistance on such grounds as Mr. Canney suggested than any Government would be to grant it. The *Manchester Guardian* is of opinion that the case for State aid must be based on other grounds. "If the cotton industry has worked out some specific scheme which is capable of reducing the depression in any considerable section, it would be reasonable to seek Government assistance in some form or another, but, even then, we imagine, both the organisers of the scheme and the Government would insist that the assistance, if it took the form of an advance of funds, should be arranged on a business basis, and should not be regarded as compensation for damage which, if real, would defy computation."

JAPAN SUGAR INDUSTRY.

OFFICIAL ESTIMATE FOR NEW CROP.

According to the second crop estimate of Taiwan sugar for next crop year just made public by the Government-General of Taiwan, the production will be larger by 2,050,000 piculs than the actual figure of this year, the figure being 11,564,000 piculs. This indicates that Japan is becoming completely self-supporting in sugar. If the production of sugar in Hokkaido and the South Seas Islands is included the total crop will reach 13,774,000 piculs, which compares with estimated consumption of 12,000,000 piculs.

The Taiwan Sugar Manufacturing Company will produce, according to the official report, 3,090,000 piculs next year, Meiji Sugar Company, 2,500,000 piculs, Dai Nippon Sugar Company 2,230,000 piculs, Ensuiko Sugar Company 1,550,000 piculs, Teikoku Sugar Co. 1,180,000 piculs, Nittaka Sugar Company 525,000 piculs, Showa Company 240,000 piculs, Shinko Sugar Company 131,000 piculs, Saroku Sugar Company 48,000 piculs, Shinchiku Sugar Company 75,000 piculs, and Taiko Sugar Company 45,000 piculs.

In addition, Taiwan will have 180,000 piculs of brown sugar, which is not included in the official figure. Besides this, it is reported that Japan will have 2,010,000 piculs of sugar of various kinds for next year, viz. 300,000 piculs of centrifugal sugar and 700,000 piculs of native sugar from Okinawa Prefecture, 130,000 piculs of centrifugal sugar and 40,000 piculs of native sugar from Daito island, 160,000 piculs of native sugar from Kagoshima Prefecture, 280,000 piculs of beet sugar from Hokkaido, 230,000 piculs of centrifugal sugar and 60,000 piculs of native sugar from Saipan of the South Sea Islands.

The official estimate shown above appears to be almost final figures, and no essential modification is expected. As the estimate for the new crop is very satisfactory, the import of Java sugar will be checked, and very little crude sugar will be imported from Java for re-export to China.

INTIMATE PICTURE OF NANKING.

LIFE VERY DEAR ALL ROUND.

SOLDIERS SMARTER AND MORE ORDERLY.

A Chinese correspondent of the *North-China Daily News*, who went to Nanking a few days ago, found the Nationalist capital greatly changed since his last visit made during the latter part of Marshal Chi Hsieh Yuan's régime as Governor-General of Kiangsu, Kiangsi and Anhui. First of all, he found it most difficult to find hotel accommodation, practically every room being occupied by some official or some office-seeker. The hotels in Hsiaokuan, most of which are carried on by semi-foreign lines, are full of official visitors from various parts of the country and their retinues. Rooms which, in the good old days, cost a couple of dollars cannot now be had for less than nine or ten dollars. Of course, this is an opportunity for the hotel-keepers and they are taking advantage of the situation to make a little squeeze.

Scarcity Of Houses.
Likewise, there is a scarcity of houses. Everywhere, one sees homes being pulled down but one fails to see buildings being erected in their places, except in a few instances. Houses and shops are being demolished to make room for roadways, which, by the way, are, generally speaking, in a most dilapidated way. Some roads, however, are fairly good and the municipal authorities are doing their best, with the small amount of money at their command, to make the necessary improvements. Speaking of buildings, most of the best have been taken over by the Government. Everything is considerably dearer now-a-days. Food prices have gone up tenfold and ricksha fares have increased in proportion.

Soldiers Clean And Well Disciplined.

There is a marked contrast between the behaviour of the troops with those of Marshal Chi's time. They were allowed to go about as they wished and to do as they pleased. Now, however, discipline appears to be the word. Instead of the slovenly and unkempt individual one used to meet in the olden days, one notices smart-looking young fellows, neatly dressed and with clean faces. Of course, there are exceptions but, generally speaking, the Nationalist soldier is better off in every way than the soldier of old. They are well behaved and do not look like mutinying, as reported.

A Tone Of Extravagance.

There seems to be a tone of extravagance in Nanking now which was not so marked several years ago, this in spite of General Feng Yu Hsiang's pleadings that there should be moderation in one's mode of living. The olden days appeared to be more sober.

Dr. Sun Yat Sen's mausoleum was rapidly nearing completion and already it was an imposing sight. There appeared to be some question as to the amount which should be spent on this, but from what our correspondent was able to learn the money in this connection already had been earmarked.

It has come to the attention of the writer that many expensive carpets from the former Ministry of Foreign Affairs in Peking and other official buildings have been brought to Nanking—or at least what had been left of them by Fengtien forces. Owing to the fact that the building accommodation at the disposal of the National Government is insufficient to meet requirements, these are said to be lying in the open air, rotting. Likewise, nothing is being done to house the archives of the government.

MARINE UNDERWRITING LOSSES.

The marine accounts of many insurance companies recently published in London indicate the depressed condition of marine underwriting. Ten leading companies which, in 1926, received a premium income of £3,441,205, have, "so far," lost £172,500, equivalent to 5.01 per cent. of the income. The total income for 1928 of 33 companies was £16,500,048, and the net loss was approximately £900,000, or also about 5 per cent. Marine accounts are notoriously difficult to analyse; yet there is ample evidence to show the highly unsatisfactory state of the business. It is too early yet to indicate the results of the 1927 accounts, but it is noteworthy that the first year's settlements and expenses in the cases of 28 companies which received a premium income of £7,708,219 amounted to 43.90 per cent. of the premium income, as compared with 46.04 per cent. for the corresponding settlements on the 1926 accounts. The views of the underwriters given in the issue indicate that, while something has been attempted with the object of putting the insurance of ships on a better basis, the state of cargo business continues generally to be bad. Probably the market is still suffering from excessive size.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN SUPER-INTENDENT OF POLICE.]

Police Training School.
Classes for Police Reservists will be held as usual on Tuesday, November 27th, and December 4th, at 6 p.m.

On the same dates at 5.30 p.m. sharp, instructions will be given in the handling and aiming of revolver.

Chinese Company.

INSPECTION PARADE.

All ranks of the Chinese Company will parade at Central Police Station on Thursday, November 29th, for the monthly inspection of Arms, Equipment, etc., by the Company Commander. Fall in at 5.30 p.m. sharp. Dress: Blue uniform, cap with white cover, rifle, belt, side arms, truncheon, whistles, armband, badge, "pocket policeman," and note-book to be carried. Those not in possession of uniform will attend in mufti. No member may be absent from this parade without leave from the Company Commander. The equipment officers will make it a point of being present.

SIGNALLING SQUAD.

Class for instruction in signalling under Mr. R. C. Wilson will be held at the Company's Headquarters on Thursday, November 29th, at 6.45 p.m. and Monday, December 3rd, at 6 p.m.

Indian Company.

STRENGTH.

Constable R234 O. S. Ismail has been taken on the strength of the Indian Company as from November 17th. Constables R303 Abdul Aziz and R231 W. M. Mehal are permitted to resign upon completing one full year's service with effect from November 20th.

PARADE.

All ranks of the Indian Company will parade at Police Headquarters on Tuesday, December 4th, for drill under Sergeant Condon. Fall in at 5.30 p.m. sharp. Dress: Blue uniform, belt and cap without cover. No member may be absent from this parade without leave from the Company Commander.

Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, November 27th. Fall in at the Tsimshatsui Fire Brigade at 5.30 p.m. sharp. Dress: Winter uniform.

The next instructional patrol of the Hong Kong Section will take place on Thursday, November 29th, and all members are requested to attend. Fall in at Central at 5.15 p.m. Dress: Winter uniform.

Sharpshooters' Company.

Revolver practice will be carried out on Kennedy Road Range on Sunday, December 9th, at 10 a.m. Members will assemble at the Range at that time, with belts and holsters with revolver. Uniform optional.

Winter Uniform.

Members of the Chinese Company and members of other units are warned to get their winter uniform ready; those who are not in possession of same will apply to their respective equipment officer.

(Sgd.) D. L. KING, D.S.P. (R),
Adjutant.

Hong Kong, November 27th, 1928.

CIVIL AVIATION IN CHINA.

WUHU PROJECT.

According to the *Eastern Times*, the Wuhu Civil Aviation Company has been formed with a capital of \$500,000, of which Marshal Li Chang Jen has subscribed \$50,000. An aerial college is to be formed immediately and, as soon as sufficient aviators are trained, aeroplanes will be purchased and the services will begin.

THEATRE ROYAL

Dec. 14th, 15th, 17th, 21st
and 22nd at 9 p.m.

MATINEE: Wednesday,
Dec. 19th at 4.30.

The Hong Kong
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Society
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Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

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Continuous 2.30 to 11.15.

OUR POOR DAY SATURDAY, 1st DECEMBER.

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MR. McI. MESSER CLOSELY CROSS EXAMINED.

FIFTH DAY OF CARVALHO YEO TRIAL.

"SIGNATURES POSSIBLY OBTAINED BY A TRICK."

MR. JENKIN PRESSES FOR DIRECT ANSWERS.

Yesterday was the sixth day of the trial of Carvalho Yeo, formerly a clerk in the Hong Kong Treasury, who is charged with defrauding the Hong Kong Government of over \$260,000 by means of three alleged forged cheques. The numerous spectators in Court followed with close attention the cross-examination of Mr. McI. Messer, Colonial Treasurer, by Mr. F. C. Jenkin, Counsel for the defence.

Mr. Messer was searchingly questioned the whole of yesterday. After a long "wrangle" Mr. Messer admitted that the signatures on the alleged forged cheques possibly might have been obtained by means of a trick. Mr. Messer, however, maintained that such an idea had never for a single moment entered into his mind, although that opinion was held by others because it was obvious that there must be an accomplice in the Treasury to the fraud.

"DON'T PUT ME IN TOO DIFFICULT A POSITION."

The cross-examination of Mr. Messer was a hard duel between two clear headed men neither of whom was "giving anything away." Mr. Jenkin, said to witness in the course of the struggle "Please don't place me in too difficult a position, Mr. Messer. I wish to remind you of what I said yesterday evening," and in *utro voce*, Counsel added, "The task before me is not a pleasant one."

Questioned as to Tsang On Wing's behaviour in not reporting immediately such an unprecedented occurrence as cheques being missing and numbers altered on the cheque books' covers, Mr. Messer naively replied that his experience of clerks showed that they were not all smart. Sometimes they might report and sometimes they might not. It all depended on a man's mentality. Counsel had to put this question three times, remarking at the same time that the "legal mind might work differently from the Governmental or the Commercial mind."

The case against Carvalho Yeo is being heard by the Puisne Judge, Mr. Justice P. Jackson, sitting in the Chief Justice's Court, with a special jury. Mr. Eldon Potter, K.C., and Mr. H. G. Sheldon are appearing for the Crown and the case for the defence is being conducted by Mr. F. C. Jenkin, instructed by Mr. C. A. S. Russ.

When the case was resumed in the morning, Mr. Potter asked Mr. Messer to produce samples to show the jury how cancelled cheques were pasted to the stubs in the cheque book.

MR. JENKIN CROSS- EXAMINES.

Cross-examined by Counsel for the defence, witness agreed that he had concentrated a certain amount of attention on the case. He was also aware of the evidence given by Mr. Black and Tsang On Wing at the Police Court.

Mr. Jenkin: You did not have any doubt at that time that the case for the defence was that your signature was a genuine one and not a forgery?—There were a lot of suggestions as to what the defence might be. I took it that no defence was disclosed.

Do you say that you had no idea as to the purport of those questions?—It was what I might call "Fishing."

That's a legal phrase?—It might be another sort of a phrase as well. I certainly thought that those questions were asked because they were necessary in a case like this.

"Not Responsible For The Conduct Of The Case."

Mr. Jenkin: Now at the Police Court Mr. Black and Mr. Tsang were not asked anything about their signatures in their evidence-in-chief. Their evidence on this subject was, however, thoroughly brought out in cross-examination. Now there is a marked change in your evidence. You showed the moment you gave your evidence that the signature was not yours and that it was a forgery. Can you tell me why the conduct of the case had been changed?—I am not responsible for the conduct of the case.

Counsel had to put this question again to witness in another form and on not getting the answer he sought said "Mr. Messer, please don't place me in too difficult a position. I wish to remind you of what I said yesterday evening."

Mr. Jenkin: I suggest to you that the examination of the cheques at the Treasury, in which you took some part, was made because it was known that the issue would be whether the signatures were genuine or forged?—Well, I certainly knew they wanted to test various things about the signatures.

Yes or No. You must have formed some opinion about it?—Certainly.

Faith In Tsang Not Shaken.

Questioned further about the trust placed in Tsang On Wing, witness said that before the case, he had placed implicit faith in Tsang and that his trust up to now had not in the least been shaken. He agreed that he took no steps himself to see that the routine with regard to the bank's pass book was carried out, and that he had always looked to Tsang to safeguard Government interests in everything pertaining to his duties. He would expect Tsang to report anything which might have imperilled those interests, either to himself or to Mr. Black.

In answer to further questions as to the check on Tsang as to whether or not he used every cheque legitimately, witness replied that the account was audited, sometimes once a week and sometimes after two or three months.

Mr. Jenkin: You would, of course, expect Tsang to report to you or to Mr. Black if cheques were missing and numbers altered?—It is impossible to say, it depends entirely on the mentality of the man.

The Mentality Of Clerks.

I put it to you that no stronger circumstances could well be conceived necessitating an immediate report either to Mr. Black or to yourself?—It is very hard to say.

Pressed again on this point, witness said that his experience of clerks showed that they were not all smart and alert. Sometimes they might report and sometimes they might not. It all depended on a man's mentality.

Mr. Jenkin: What amount of tampering with that cheque book would have to take place before you would regard it as Tsang's duty to report it?—If the cheques obviously had been taken out, I cannot be sure that cheques had been taken out of the book merely by looking at it. There is no definite proof that the book had been unbound and rebound.

Mr. Jenkin: Do you not consider that it was Tsang's bounden duty to show you the cheque book "F" which was lying within his arm's length?—There was a misunderstanding.

Now Tsang discovered the three items in the pass book on the morning of January 18th. When did you hear about it?—In the afternoon of the same day, when he asked me if I had other accounts.

Was it before or after Mr. Black had come back from the bank?—I think before.

A chit had come from the bank early that afternoon, did you see that?—Yes.

You noticed on it a series of numbers?—Yes.

To Get Cheques First.

Mr. Jenkin: Enquiry had been made at the Bank as to the wrong debiting of a quarter of a million dollars?—Yes.

A chit had come back from the Bank with certain numbers. Three of them were Treasury serial numbers. I take it that the first thing that was done was to look up those numbers?—The first thing was to look up the register of cheques and see the payees of those numbers, and it was found that they were entirely different people.

Did you look up the cheque books?—Not at that time. The first thing was to tell Mr. Black to go to the Bank.

I suppose you make allowance for errors at the Treasury, don't you? You would have turned to the counterfoil of the cheque book to see if they threw any light on the matter?—That takes time. The first thing was to get the cheques. I sent Mr. Black to the Bank.

Did it or did it not occur to you to look at the numbers which were obviously bank serial numbers?—No, my first step was to get the cheques.

Went As Far As He Could.

Mr. Jenkin: You knew, as a result of the examination of the cheque register, that it was no good looking for these items under the Treasury serial numbers?—No, what I did was to telephone the police and then I got the stubs and had Mr. Tsang in, and then I found from the examination of this cheque book that there appeared to be certain ones missing.

You have gone rather fast for me. I will lead you up to that in due course. I am just on the point now as to when the cheques were brought back. You say that as a result of previous examination you knew that the cheques drawn under the Treasury serial numbers were entirely different?—Different people.

Did Tsang On Wing then tell you that he could throw possible light upon this matter because he knew the cover of that book had been altered and thirty cheques were short in each?—He said that two cheque books were received from the Bank with thirty cheques short.

Then!—Yes, at that time. I believe he said that the Bank had sent a book short of cheques. It is very hard to remember the exact words, but what I gathered was that the Bank had sent a short book.

Made No Notes At All.

Mr. Jenkin: I put it to you that the whole of the facts were gone into very fully at the time and shortly after the time it had taken place?—I went as far as I could and then I handed it to the police.

This matter was under the closest investigation, was it not, during the succeeding days?—Certainly. Not only did you reconstruct in your mind the statements of the different people, but you made very careful notes and memoranda as to your investigation?—I have no notes at all, excepting my report to the Government.

Then you trusted to your memory; you decided that your memory was good and that you could rely upon it?—I left it to the police.

You also got the stubs and you found those three cheques had come out of book "F"?—Yes.

Then and there Tsang told you something in respect of those two cheque books?—Yes. Would you tell my Lord and the jury what he had told you?—I can't remember the exact words and as far as I can remember Tsang said that cheque books had been sent short from the bank.

If he had said anything at all about the covers of those books having been tampered with, it would have undoubtedly been fixed in your mind?—I am not certain that it would.

You would have at once ordered that the covers be brought to you if they were found?—I can't say definitely.

Cautious Answers.

Counsel put this question again to witness in another form and at the same time remarked that the legal mind worked differently from the Governmental or commercial mind.

Mr. Jenkin: Now, Mr. Messer, you can accept it from me that Tsang had given evidence to the effect that the covers of those books were found after closing time. Having told you that, I ask you, did you or did you not when the cheques were brought to you, send for the covers. I put it to you that you could not have?—The whole thing was to get the police on the track. At that time I did not distrust Tsang because the handwriting was so obviously not his.

I am not discussing whether there was any distrust in your mind and all that. May I put it to you that it is clear that at that interview Tsang said not a word about the covers of the cheque books?—He most certainly did. He said the Bank had sent them short.

Oh, no! Did he say anything about the covers of the book?—I can't say that he did either one way or the other.

If he did and had been frank with you and told you that for the first time the covers of these two books bore altered numbers, I put it to you that you would have sent for them at once?—Is it not obvious?—I don't think it is so obvious.

Three Protests At One Time.

Mr. Jenkin: Did you entertain any views as to the possibility of the three cheques being for Government payments?—All I did was to get the cheques to see first. Right away I knew something was wrong. Why?—Because the names were so unfamiliar, and the amounts too large. When you got the cheques did they assist you at all as to whether the payees were foreign to you?—Yes, I knew that no transactions with them could have taken place. I also saw that the writing was not Tsang's and that my signatures were too neat.

Witness went on to say that Tsang On Wing was not at that time writing out contractors' cheques. It was Chung Man Kun who was doing that job.

Mr. Jenkin: Mr. Black's view at the time, I suppose, was that the signature "T. Black" was not his, but looked like his?—Yes.

(Continued on Page 2.)

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REVIEWS
SITUATION.KUOMINTANG DIFFERENCES
COMPOSED.MR. HU HAN MIN'S
SERVICES.DEMOLITION THE
CRUCIAL PROBLEM.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, November 27th.

At a largely attended meeting held yesterday morning at the Headquarters of the 8th Army, Marshal Li Tsai Hsin spoke on his recent mission to Nanking. The present situation and the political tendencies in the capital and in Central China were closely reviewed. The plans adopted by the Nationalist Government in dealing with the Communist elements throughout China and the recent dispute between the Central Government and the Nanking Municipal Kuomintang were also commented upon. The Marshal taking the side of the Government. He then went on to praise General Pei Chung Hsi of Kwangsi, saying that he is doing much to bring peace and tranquility to the country at large.

Then the problem of the disbandment of superfluous troops was dwelt upon at length. The Marshal said that two shifts or divisions of troops are enough to preserve peace and order in the Liang Kwang Provinces. He criticised military leaders who repeatedly said that "there were too many troops" and did not actually carry out their promise. Unless the high sounding plans for army reduction are actually put into execution, he averred, danger lies ahead. The Marshal finally touched upon the problems of Szechuan and Sinkiang. The speech throws considerable light on the China situation in general and on the Liang Kwang situation in particular. A free translation of the speech is in part as follows:—

CONFUSION IN THE
KUOMINTANG.

"Prior to the establishment of the five Kuans the Kuomintang was in utter confusion. Disputes and dissensions among the leaders of the Party were manifest everywhere. The outlook was dark and it appeared as if the Nationalist Party was breaking up. A group of so-called leaders of the Kuomintang, evidently under the influence of the Communists, were creating a great deal of trouble in attempting to realize their selfish aims and desires. Disputatious arguments, disagreements and rancor were the order of the day. Numerous small units, like 'The Big Revolutionary League,' 'The Young People's Association,' and so forth, were organized by groups for the purpose of attaining their aims. In all the large northern cities like Shanghai, Peking, Nanking, Wushih, Kiang Yin, these deplorable conditions existed. In Shanghai the unruly elements even went so far as to bind hand and foot some of the Kuomintang directors and sent them to Peking to see Marshal Chiang Kai Shek. Old and faithful members of the Party were ruthlessly attacked and branded as too old to be of any use to the country. Happily Mr. Hu Han Min came back from abroad at an opportune time. Through his mediation the Nationalist Party was saved from rupture and the unruly elements were finally eliminated from the political arena. It is now on a firm and unshakable basis. Henceforth many beneficial results may be expected from the Kuomintang."

TROUBLE WITH MOHAM-
MEDANS.

As regards the military aspect of the northern situation, Marshal Li has nothing but praise for General Pei Chung Hsi, his friend and colleague. The Marshal said that the General has done much to bring about the consummation of the Nationalist Revolution. He is now contemplating the despatch of a military expedition to Sinkiang where there has been of late a great deal of trouble and appalling massacres in quarrels between Mohammedans and people of other creeds. The Marshal said that over eighty per cent. of the population of Sinkiang are Mohammedans. As General Pei Chung Hsi is himself a Mohammedan, he is, according to Marshal Li, the right man to deal with the religious problem there.

But our correspondent has learned from conversation with several prominent men in the city, that many people disagree with Marshal Li's view in this respect. They say it would be better for the Nationalist Government to send a non-Mohammedan to Sinkiang to pacify the religious fanaticism. For a Mohammedan will always be partial to Mohammedanism.

ROUND THE POLICE
COURTS.

MAN WANTED BY CANTON.

SON'S BONES SENT IN BAG
TO HIS FATHER.

Proceedings opened at the Central Magistracy yesterday for the extradition of a Chinese on charges of kidnapping and holding for ransom two young sons of a money changer at Canton.

In outlining his case, Mr. H. Somerset Fitzroy said that the defendant was in the employ of a man named Lung Wei Man as a cook. On June 24th, 1928, the two sons of Lung went to school. In the afternoon the defendant fetched the boys from the school and took them to a house where they were chloroformed. One of the boys was taken by launch to a distant village, where he was kept as a prisoner while the ransom was discussed in letters written to the father.

The victim was imprisoned for a whole year and was released after payment of a ransom of \$9,000. Nothing was heard of the other boy, but a bag of bones said to be the remains was sent to the father at the same time.

Further hearing was adjourned.

SPEEDSTER TO PAY \$75.00
DAMAGES.

A Chinese public vehicle driver was fined \$25.00 by Major C. Willson at the Central Magistracy for driving at 40 miles per hour and colliding with Mr. A. G. Everett's car which had been left outside the Sailor's and Soldier's Home, Praya East. The defendant was also ordered to pay \$50.00 compensation for the damage to Mr. Everett's car.

"FINDERS ARE NOT
KEEPERS."

A Chinese who was charged before Mr. E. I. Wynne-Jones at the Kowloon Magistracy with being in unlawful possession of five jute sacks told his Worship that he found them near the Mongkok Ferry Wharf. The Magistrate imposed a sentence of two weeks' hard labour and pointed out that "finders were not keepers."

GEESSE FIRST, THEN PIGS.

An unusual feature of a case at the Central Magistracy yesterday when a Chinese was charged with larceny of two young pigs was that the animals were motionless and appeared to have been doped with opium. The police officer asserted that shake them as he would it was impossible to get a squeal out of them. The defendant denied the accusation, stating that he fed the animals with salted fish and rice, such as he would eat himself. A previous conviction being proved against the defendant of stealing geese, he was sentenced to two months' hard labour.

CHEN MING SHU'S BIG
POST.ACCEPTS CHAIRMANSHIP OF
KWANGTUNG COUNCIL.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Nov. 27th.

General Chen Ming Shu has finally consented to become the Chairman of the Kwangtung Provincial Government. It is learned from official circles that the General will assume office on the first of next month, that is, this Saturday. But this date is not altogether certain, for the General is still in the hospital, suffering from intestinal trouble. It is thought, however, that he will be out of the doctor's hand by Friday or Saturday.

In addition to being the Chairman of the Provincial Council, the General will concurrently be the Commissioner of Civil Affairs. It will be recalled that Mr. Liu Tso Fu, the present Commissioner, has resigned owing to ill health. It is not known with certainty whether there will be any change made in the personnel of the Provincial Government, in view of the definite acceptance of the chairmanship by General Chen.

FIRST CHURCH OF CHRIST,
SCIENTIST, HONG KONG.

THANKSGIVING SERVICE.

The annual Thanksgiving Service of First Church of Christ, Scientist, will be held in the church edifice, Macdonell Road, to-morrow, Thursday, at 5:30 p.m.

In accordance with the Manual of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A., the service will include selections from the Bible and correlative passages from the Christian Science text-book, "Science and Health with Key to the Scriptures," by Mary Baker Eddy.

A portion of the service will be devoted to testimonies of healing and benefits received through the application of Christian Science. The public is cordially invited to attend.

SUPPLEMENTARY
VOTES.A SUM OF \$147,732
REQUIRED.TO-MORROW'S MEETING OF
FINANCE COMMITTEE.SIDELIGHT ON THE COST OF
AN INADEQUATE WATER
SUPPLY.

Owing to the water-shortage pumping had to be commenced earlier than usual this year from Tytam Tuk, and already the charges for coal show an increase of \$20,000 over those of 1927.

The supplementary votes which will be considered by the Finance Committee at their meeting to-morrow (Thursday) afternoon total \$147,732. The details are as follows:—

Water Meters.

To purchase and install additional water meters at Kowloon, \$12,500.

The provision of \$20,000 already made has been practically exhausted. These meters produce revenue and to date 675 new meters have been fixed in Kowloon this year, as against a total of 506 and 582 in 1926 and 1927 respectively. There are 200 applications outstanding at present and further applications are received almost daily. The supplementary vote now requested will enable a further 250 meters to be supplied and fixed. The revenue from excess consumption of water in Kowloon was \$86,954 in 1926, and \$153,400 in 1927. During the first six months of the present year it was \$204,235.

Waterworks Maintenance.

To meet maintenance charges to the end of the year, \$25,000.

The provision in the estimates was \$255,000. As stated, pumping charges (coal) alone show an increase over last year of more than \$30,000 owing to two months extra pumping required. General maintenance charges also have been considerably higher, owing to the long period of restriction necessitating considerable renewals of rider mains which are now getting very old. Street fountains, which have not been in operation since 1923, also required reconditioning before they could be brought back into operation.

Motor Lorries, running
expenses, \$1,200.

The provision made in the estimates, and during the year, amounted to \$25,000. The account, however, has been debited with approximately \$800 in respect of motor water carts specially employed to carry nullah and well water owing to water shortage. The remaining \$800 is necessary to cover all anticipated running costs for the year.

Gratuities.

Death Gratuities, \$7,050.
Mr. M. J. D. Alves, late Class II. Clerk, Imports and Exports Department, retired on pension on August 12th, 1928, after 20½ years' service and died on September 28th, 1928.

In accordance with usual practice it is now proposed to pay to his widow the equivalent of one year's salary less the amount of pension drawn, viz., \$2,649.50.

Mr. R. C. Wittell, Senior Inspector, Sanitary Department, died on October 10th, 1928, after 28 years' service. It is proposed to pay to his estate the equivalent of one year's salary (\$2,440).

Fire Station, Praya East.

Removing and re-erecting tower, petrol store, etc., \$3,000.

A portion of the temporary Wan-chai Fire Brigade Sub-Station encroaches upon an area of the Praya East Reclamation reserved for a road. In view of the approaching completion of the Reclamation it is necessary to remove the greater part of the encroachment and the vote is to cover the cost of transferring the structures on the area in question to the opposite (west) side of the Station.

Kowloon Junior School.

Conversion of "Park-side" for school purposes, \$13,000.

In view of the intended re-occupation by the Military Authorities early in 1929 of the Gun Club Hill premises at present used for Kowloon Junior School, it is proposed to remove the school to "Park-side," a Government house in Kowloon formerly allotted as residence to the Manager of the Railway. The cost of converting "Park-side" for school purposes is as follows:—Latrines and covered way, \$3,000; Sundry internal alterations and general overhaul, \$8,000; Surfacing to playground, \$1,000; furniture, \$1,000. No other premises are available and it is therefore necessary to carry out the work this year. The school reopens early in January.

(Continued on next Column).

ANNUAL BROWNIE COM-
PETITION.2ND KOWLOON PACK THE
WINNERS.

Last Friday, the Annual Brownie Competition was held in the grounds of Government House. Six Packs competed for a Totem which may be held by the winners for one year.

The competition was comprised of various parts of the Brownie training, and after some very interesting contests the 2nd Kowloon Pack (Diocesan Girls' School) were declared the winners, closely followed by the 4th Hong Kong (St. Paul's Girls' School) and the 2nd Hong Kong (Garrison School).

Mrs. Doyle in charge of the winning Pack, assisted by Miss P. Anderson, is to be heartily congratulated on such an excellent result, as this very keen Pack has had less than a year's training.

The First Chinese Pack.

So also is Miss Ho, assisted by Miss Doyle, whose Pack drawn from St. Paul's Girls' School, only came into existence on February 21st of this year. It is the first Chinese Pack to be formed in the Colony, and it is an excellent start for them to have gained second place in the Annual Competition during their first year of training.

Miss Luard, who is in charge of the 2nd Hong Kong Pack (Garrison School) gaining third place in the competition, also deserves a word of praise as although this Pack is one of the oldest in the Colony, the Brownies seldom stay for more than a year or so before they move on with their parents to another part of the Empire, and this makes the training of this Pack a very difficult proposition.

At the end of the competition, Mrs. Southern very kindly invited all the Brownies, numbering about 120, to tea as well as a large number of interested spectators consisting of many parents of the Brownies, and members of the local Girl Guide Association.

Police Force Passages.

Passages, \$32,000.

The provision made in the estimates was \$100,000. Owing to an increase in the number of recruits from England and of destitutes and banished for whom passages have had to be provided locally the vote has proved insufficient.

Rent Allowances.

Rent allowances, Senior Officers, \$17,000.

The provision made in the estimates was \$75,000. The cost of the service, however, was underestimated. The vote has been exceeded by \$879.95 and it is expected that a further sum of \$18,000 will be required to meet expenditure for the months November and December of the current year. In the draft estimates for 1929 the vote has been increased to \$95,000.

Medical Department.

Fuel and Light, \$5,000.

The provision made in the estimates was \$40,500.

The number of patients at the Victoria Hospital, Kowloon Hospital, and Maternity Block of Government Hospital has increased by over 50 per cent. 25 per cent. and 10 per cent. respectively. In addition the price of coal has increased by \$4.75 per ton. It is estimated that a further sum of \$5,000 will be required to meet the expenditure till the end of the year.

Provisions, \$8,000.

The provision made in the estimates was \$118,000, but this amount was exceeded owing to the increased number of patients in the Government hospitals as shown above.

Lighting Conductors.

Lighting conductors to Government Buildings, \$1,200.

During the thunderstorms in August last Nos. 155 and 160, The Peak, were struck by lightning and certain chimneys damaged. To provide as much protection as possible it is considered desirable that lightning conductors should be fixed to Government Buildings. It is proposed to equip Nos. 152-3-4-5-6 and 160 The Peak this year. No funds are available and a supplementary vote is therefore requested. The work of equipping other buildings will be proceeded with in 1929 as found necessary and as funds permit.

Purchase of Grab Dredger.

Grab Dredger, \$8,049.

As the Priestman Grab Dredger is no longer required for Praya East Reclamation work tenders for its purchase have been invited in the Government Gazette and in the public press, but none have been received. The need for an additional Government dredger was recognised last year and provision was made in the estimates for 1928 for the taking over of the Priestman Grab Dredger if it became available.

In the absence of tenders a valuation has been obtained from a private firm of engineers. This valuation, viz., \$30,948.42 exceeds the vote by \$22,898.42 and a supplementary vote for the excess is requested.

A supplementary vote of \$1,500 is also required to cover the expenses of working the dredger to the end of the current year.

TOWN TOPICS.

Trade Associations; The
Proposed Control Over
Money-lenders;
Local Tramways.

[BY R. E. PORTER.]

Another Trade Association
Proscribed.

It is gratifying to learn from a news item recently appearing in these columns that the Government has proscribed another so-called trade association. The latest to come under the Government's ban is the Cha Kwei Tung Kung Wui, or Tea-house Employees Association. The police raided the premises the other night, and everything found in the house was carted away in motor-trucks.

Since the Chinese workmen have taken to banding themselves together under the names of unions or guilds, many impostors have caused much mischief throughout the length and breadth of China. Not only have foreigners suffered since the inauguration of these bogus trade unions, but Chinese employers have suffered to a greater extent. Marshal Li Tsai Hsin has done well in exterminating these so-called unions in Kwangtung, and the local Government achieved much when it closed down the old Chinese Seamen's Union. The Tea-house Employees' Association was no more than a band of blackmailers and rowdies, and it is a relief to know they are now non-existent.

A Check On Money-lenders.

The proposal Bill drafted to serve as a check upon the usurious practices of local money-lenders will, if passed, come as a boon to those who, by force of circumstances, have to borrow from these Shylocks.

In these columns I have already exposed some of the sharp practices of the Indian money-lenders. The proposed Bill will be a check to some extent, but not to a degree which the wily usurious gentlemen will not be able to get over. Supplying the borrower with a duplicate of the note signed is, to my mind, not a check at all. What is there to prevent them from lending say, \$100, and asking the borrower to sign for double the amount in both the original and duplicate notes? The obvious answer will be: "If the borrower wants to do that, it is his own funeral."

This is easily said, but what is the borrower to do when he finds himself in a tight corner? There are not many firms in the Colony who will advance a hundred dollars or so to put their employees on "easy street," and some firms go so far as to dismiss an employee when there is the slightest rumour that the man is financially embarrassed. The poor man has no alternative but to place himself in the clutches of the money-lender, if only to save his job.

The best plan, I think, would be that whenever a stamped promissory note is applied for by any licensed money-lender, he should be compelled to bring the borrower to the Stamp Office, and there and then sign the note in the presence of a clerk, the amount corresponding to that mentioned in the note being paid over on the spot. This would ensure the borrower getting the actual amount he signs for. This procedure, of course, would entail a little extra work to the Stamp Office, but that difficulty can easily be overcome by increasing the charge to money-lenders by another dollar, and with the proposed extra clerk could be employed specially for the job of witnessing notes.

The Tram Service.

I note with pleasure that there had been two letters in the *Daily Press* recently supporting what I had already advocated, namely that the Tramway Company should reduce the charge for monthly tickets. It is absurd to charge \$10 a month for a service which runs practically on two routes.

The depreciation of this Company's shares bears testimony to the fact that people are always on the look-out for comfortable and cheap means of conveyance. It will do the Company more good than harm if the price of the monthly tickets be reduced forthwith, and holders of such tickets should also be allowed to travel on the Company's buses if they wish.

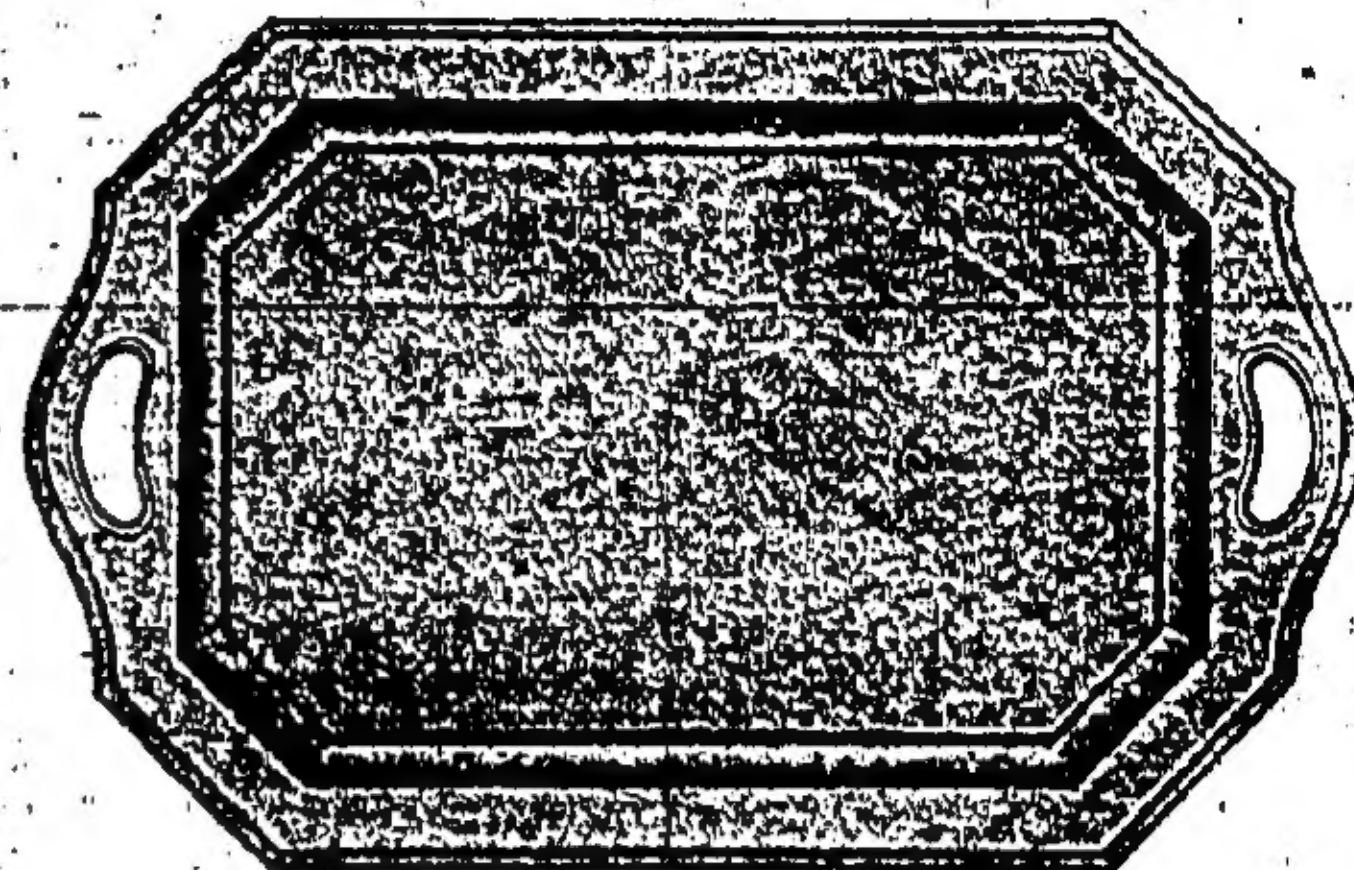
Another matter which the Company should deal with is to cease collecting that extra ten-cent piece from ticket-holders after midnight. Much dissatisfaction has been caused by this rule, and the sooner it is abolished the more amiable will be the Company.

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CHATER ROAD.

JEHOL AS BUFFER STATE.**COMPROMISE PROPOSED.****FENGTIEN NOMINEE IN CHARGE.****[THROUGH REUTER'S AGENCY.]**

PEIPING, Nov. 27th.
Yen Hsi Shan's headquarters state that the Fengtien forces, despite reports to the contrary, are still holding the regions east of the Luanchow.

Chinese reports state that Fengtien is proposing a compromise over Jehol by which Jehol will be converted into a province. The chairman of its Assembly will be a Fengtien nominee and some Fengtien troops will remain there, but the main body will be withdrawn, Jehol being regarded as a buffer state.

YADA'S NEGOTIATIONS.**(Wah Tai Yat Pao).**

SHANGHAI, Nov. 27th.
A Japanese report states that Baron Tanaka has instructed Mr. Yada to suspend negotiations with Dr. C. T. Wang except over the tariff problem, conversations on which point are being carried on at Shanghai.

Mr. T. V. Soong met Mr. Yada at the Central Bank Building, Shanghai, to exchange views regarding some details of the tariff problem, but no definite result was reached.

SHANGHAI OPIUM CASE.**(Wah Tai Yat Pao).**

SHANGHAI, Nov. 27th.
The Shanghai opium scandal is attracting the serious attention of the Nanking authorities which have referred the case to Marshal Chiang Kai Shek for decision.

ITALIAN TREATY.**[THROUGH REUTER'S AGENCY.]**

NANKING, Nov. 27th.
The Sino-Italian Treaty was signed yesterday at Shanghai.

CANTON AVIATOR AT MUKDEN.**[THROUGH REUTER'S AGENCY.]**

PEIPING, Nov. 27th.
The Ryan monoplane from Canton arrived at Mukden yesterday afternoon.

TERRIBLE HAVOC BY TYPHOON.**PHILIPPINE CROPS DESTROYED.****LARGE DEATH ROLL.****[THROUGH REUTER'S AGENCY.]**

MANILA, Nov. 27th.
Governor-General Simison has cabled to Washington to the effect that the Philippines suffered most severely in last week's typhoon, which was one of the most destructive hurricanes since the American occupation of the islands.

The worst damage was done in the six provinces of Samar, Misamis, Sorsogon, Aklan, Mindoro and Romblon.

In Albay Province, all the coconut trees were destroyed as well as most of the hemp plants.

The death-roll is probably between fifty and a hundred.

The United States cruisers *Milwaukee* and *Albatross* are now in the stricken region investigating the need of relief measures.

STRIKERS RESORT TO VIOLENCE.**FURTHER TROUBLE IN INDIAN COTTON MILLS.****[THROUGH REUTER'S AGENCY.]**

BOMBAY, Nov. 26th.
Six thousand hands from four cotton mills have struck work, alleging that their wages have been reduced.

The strikers assaulted three members of the superior staff in one mill with sticks and stones. Armed police have been rushed to the scene to prevent further trouble.

NEW TARIFF RATES IN CHINA.**EFFECT ON LANCAIRE.****BURDEN OF ILLEGAL TAXES.****[THROUGH REUTER'S AGENCY.]**

LONDON, Nov. 27th.
A circular despatched to the Far East section of the Manchester Chamber of Commerce regarding the Chinese tariff proposals has been received from the British Chamber at Shanghai. The *Manchester Guardian*, commenting on it, says that at present details of the various classifications and rates of duty are probably less a concern of Lancashire than the date of enforcement of the new tariff. The paper declares that there had been hopes that the tariff would have been levied according to the date of landing instead of the date of arrival, in order that all exporting countries should be on an equal footing.

It is considered that most Lancashire traders are probably prepared to face an increased Chinese tariff without protest if they are assured that *likin* will be simultaneously abolished, but in the absence of such assurance, goods apparently will continue to be subjected to all kinds of illegal taxes and charges at various stages of progress into the interior, restricting the market of imported goods to a comparatively small coastal area and depriving the Chinese Government of much revenue.

STEAMER LOST WITH ALL HANDS.**HEROIC EFFORTS OF DUTCH LIFEBOATS.****SURPRISE ESCAPE OF "GARM."****[THROUGH REUTER'S AGENCY.]**

AMSTERDAM, Nov. 26th.
It is believed that the entire crew of the steamer *Segunto*, which was wrecked to the south of Ymuiden after a terrific fight against the gale, have been drowned. A lifeboat went out to the rescue of the unfortunate men, but capsized before it could make appreciable headway against the violent seas. The lifeboat crew were brought safely ashore.

The papers are full of stirring details of the heroic activities of the Dutch lifeboatmen in rescuing distressed crews during the week-end.

A remarkable escape is that of the Swedish steamer *Garm* which was towed safely to Terschelling today. The vessel had been regarded as doomed.

GERMAN MEMORANDUM ON REPARATIONS.**COMMITTEE OF EXPERTS.****FRENCH DISCUSSION OF NOTE.****[THROUGH REUTER'S AGENCY.]**

PARIS, Nov. 26th.
The French Cabinet after a long discussion of the German Note on reparations requesting the Powers to appoint independent experts not bound by any fixed instructions, has proposed that as the Treaty of Versailles provides that all reparations questions shall concern the Reparations Commission, the latter shall be invited by the Allied Governments to designate the Committee of Experts finally to settle the problem.

The Reparations Commission will request the German member attached to the Commission to designate the German experts, and it will also decide whether to invite the United States to participate in the meetings of the Committee.

It is considered that the experts, when appointed, are unlikely to meet before January. The German Memorandum, which was handed to the Chancellor of the Exchequer, Mr. Winston Churchill, has been subject to a preliminary examination, and no difficulties having been revealed, the way is now clear for an answer to be concerted among the Powers concerned.

EMPEROR'S RETURN TO TOKYO.**REVERENT AND SILENT CROWDS.****FINAL RITES.****[THROUGH REUTER'S AGENCY.]**

TOKYO, Nov. 27th.
Brilliant weather favoured the Emperor's return from Kyoto today. The train arrived punctually at 3.30 to the accompaniment of booming guns. After a short rest the Emperor and his suite entered the waiting coaches and the impressive cortege set off for the Palace with huge reverent crowds silently lining the streets.

Arriving at the Palace the Kashiko Dokoro was restored to its normal resting place with elaborate Shinto rites, where it will remain throughout the Emperor's reign. Tomorrow sacred dances will be performed before it, after which the Emperor and Empress will worship before the Palace shrines, announcing to the spirits the completion of the enthronement ceremonies.

EMPIRE GOVERNMENTS CO-OPERATION.**FREEDOM OF ACTION UNHINDERED.****SOUTH AFRICA'S TRADE TREATY.****[BRITISH WIRELESS SERVICE.]**

ROBURY, Nov. 26th.
Mr. L. M. S. Amery, Secretary for the Dominions, was asked in the House of Commons today whether in the case of the recent trade treaty between the Union of South Africa and Germany any prior consultations with this country took place.

Mr. Amery replied that the Government in Great Britain equally with the Governments of the Dominions, was notified by the Government of South Africa of their intentions, and asked to express its views, in the manner contemplated by the Imperial Conference of 1926, and was subsequently kept informed of the progress of the negotiations.

The whole position to-day was that no one Government of the Empire restrained any other Government of the Empire, but all Governments of the Empire, if they undertook anything that might have a reaction on the others, informed them in case they had views to express.

AUSTRALIA TO LONDON AND BACK.**PLANE WRECKED IN GREECE.****CAPT. HURLEY INJURED.****[THROUGH REUTER'S AGENCY.]**

ATHENS, Nov. 26th.
The *Spirit of Australia*, the monoplane in which Captain Hurley and Flying Officers Moir and Owen are attempting a flight from Australia to London and back, was today compelled to make a forced land at Varimboli.

Captain Hurley was slightly injured, but his companions were unhurt.

Captain Hurley was taken to hospital with a wound in the head. The aeroplane was very badly damaged, and it will be impossible to continue the flight.

DEATH OF ADMIRAL VON SCHEER.**CONDOLENCES FROM BRITISH ADMIRALTY.****[THROUGH REUTER'S AGENCY.]**

BERLIN, Nov. 26th.
Admiral von Scheer died from heart failure whilst on a journey from Dresden to Mannheim.

President von Hindenburg, in a message of sympathy to the Admiral's daughter, said that he will always honour the memory of the glorious leader of the German Navy, whose name will live in history in connection with the Battle of Jutland.

The British Admiralty have sent their condolences to the German naval authorities on the death of Admiral von Scheer.

HIS MAJESTY'S ILLNESS.**MORE RESTFUL NIGHT.****TEMPERATURE LOWER.****[THROUGH REUTER'S AGENCY.]**

LONDON, Nov. 27th.
The more favourable nature of the bulletin issued at 11 o'clock will create wide satisfaction. While there has been in the opinion of unofficial medical authorities nothing unusual or alarming in the immediate course of the King's illness as recorded in the official bulletin, the public naturally recognised however that the King's medical advisers are in their bulwark taking the public fully into their confidence.

The temperature of 101.6° maintained in last night's bulletin is not uncommon in the case of congestion of the lungs, attended by pleurisy, and the news that it is today somewhat lower will be regarded as a favourable sign.

His Majesty's temperature first rose to 101° last Friday. It afterwards fell to 100° on Sunday. Normal blood temperature is 98.4°.

Three Visits.
Sir Stanley Hewett and Lord Dawson of Penn visited His Majesty three times yesterday, in the morning, evening and at night. After last night's bulletin was issued by them they returned to the Palace at 10.30 and stayed there for an hour.

Public Anxiety.
Public anxiety with regard to the King's illness has been deepened by the news that both doctors, according to a previous arrangement, returned to Buckingham Palace at 10.15 p.m. last night, and remained until 11.30 p.m. No bulletin has been issued as the result of this late visit.

The last message issued by Lord Dawson and Sir Stanley Hewett an hour before stated:
"The King has not had a comfortable day. His Majesty's temperature has risen to 101.6, but the pleurisy has not extended and his strength is still maintained."

Newspaper Headings.
Uneasiness with regard to the King is reflected in the headings of this morning's newspapers referring to His Majesty's "Unsatisfactory Condition" last night.

THE KING.**LATEST BULLETIN.****[THROUGH REUTER'S AGENCY.]**

LONDON, Nov. 27th, 11 a.m.
The King passed a more restful night and his temperature is somewhat lower. Conditions are otherwise unchanged.

It is pointed out that so far he has made no progress towards recovery, that the original infection persists, and that the illness is serious.

The more hopeful feature of the situation is that no alteration in the Prince of Wales' travel plans has yet been ordered.

It is understood that the Prince of Wales is receiving in Africa the substance of the bulletins. Messages are sent first to Dar es Salaam, Tanganyika, which they reach in about two hours. They are then transmitted to Dodoma, whence they are dispatched by courier using a motor lorry to the Prince's camp at Kondou, 160 miles within the bush.

Morning Bulletin.

LONDON, Nov. 26th.
The King's illness has evoked the greatest sympathy and concern among his subjects and these were expressed in a striking manner when this morning's bulletin was posted outside the gates of the Palace for the first time. It was typewritten and placed in a frame and stated: The King spent a restless night. Variability in the fever and a spread of the pleurisy must be expected at this stage of the illness.

A great crowd composed of all ranks of society pressed forward anxious to read the latest news of His Majesty's condition, and regulated by the Police they passed by the bulletin in a continuous stream for hour and after all day long.

The mention of the spread of the pleurisy was regarded by the public as the most disquieting feature, but medical specialists have pointed out that a certain ebb and flow of the illness is only natural and should not create undue alarm.

One well-known physician, interviewed by *Reuter*, said that the spread of the pleurisy and the fluctuations in temperature are in keeping with the natural progress of the disease.

No Visitors.

It is regarded as significant that the King's doctors visited the Palace an hour earlier than usual, and that no visitors were allowed in His Majesty's bedroom during the morning in view of his restless night.

The Duke of York was permitted to see the King after lunch.

The Queen, Princess Mary and the Duchess of York have not been seen since the King's illness.

(Continued on next column.)

RATING REFORM BILL.**OBSELETE METHODS ATTACKED.****CHAMBERLAIN'S FIVE HEADINGS.****[THROUGH REUTER'S AGENCY.]**

LONDON, Nov. 26th.
Having already provoked much controversy throughout the country, the debate on the Local Government Rating Bill opened in the House of Commons today.

The measure has even been attacked in a section of the Conservative Press, because, among other things, it is alleged, that it will relieve the big industrialists and concerns at the expense of the smaller ratepayers.

The Bill was submitted to the Commons today by Mr. Neville Chamberlain, the Minister of Health, who described the measure as the most important of the Session and as being among the greatest measures presented to any Parliament.

Large Expansion.
The speech, which lasted two and a half hours, was followed with the closest attention by a crowded chamber, for the Government proposals for the relief of industry from and the more even distribution of local rates are attracting widespread interest throughout the country. Since the last great reform of the machinery of local administration in 1894 the population has increased by 10,000,000 and its distribution has been altered, new industries have sprung up and certain old ones have declined while local expenditure has risen from £20,000,000 a year to £250,000,000.

Five Headings.
The chief defects of the existing system of local administration were surveyed by Mr. Chamberlain under five headings:—

1.—The survival of boards of guardians for the relief of the poor whose functions and areas overlapped those of other authorities.
2.—The crippling burden imposed upon certain authorities by the cost of roads damaged by non-local traffic.
3.—The rigidity of the local government area boundaries.
4.—The injustice of a rating system which has slowly strangled industry and agriculture.
5.—The chaos in the relationship of local to national finance which has resulted in the weakest authorities being helped least.

The Solutions.

The Bill sought to correct these defects by abolishing guardians, by providing for derating of productive industry, by extending the boundaries of areas controlled by local authorities, by handing over to these wider authorities the care of roads carrying through traffic and by varying the system whereby grants are made from the National Exchequer to local authorities by instituting a system of block grants, distributed according to local needs, instead of percentage grants made in proportion to expenditure incurred on social services by the local authorities.

Mr. Chamberlain said that the Bill indicated the final stage of the Government's great measure of rating reform. Local government was in many respects obsolete and cried aloud for reform.

In this connection, the Government spokesman quoted instance after instance of the continuance of wasteful Boards of Guardians, and of onerous charges on rural districts for the maintenance of roads.

He declared that the inequitable rating system was slowly strangling agriculture and industry.

Relief Of Industry.

The Bill would relieve industry to the extent of £20,000,000, three quarters of which would go to the depressed industries, thus giving them the greatest employment. He suggested that the Bill was the only practical remedy for the present chaotic methods of relief.

Mr. A. Greenwood (Lab.) moved the rejection of the Bill on the ground of its numerous shortcomings. He argued that it perpetuates the evils of the Poor Law system, and does not appreciably relieve the financial burdens of necessitous areas.

The debate was adjourned till to-morrow.

This afternoon, and there was an atmosphere of confidence in the Royal Household during the afternoon that the bulletin to be issued to-night would be more reassuring. The ceremony of the changing of the Guard was carried out as usual, and the Band of the Coldstream Guards played cheerful selections.

Crowds Disappointed.
Bitter cold did not prevent a large crowd of all classes including many women richly dressed in furs from awaiting for hours outside Buckingham Palace this evening for the posting of the official bulletin.

Lord Dawson and Sir Stanley Hewett left the Palace at nine o'clock and the bulletin was posted at 9.20 p.m. reporting the uncomfortable day spent by His Majesty and that his temperature had risen.

The anxious crowd pressed forward hopefully, but murmurs of disappointment rose when it was found that the bulletin did not contain better news.

NEW HEADQUARTERS FOR B.B.C.**THREE ACRES OF FLOOR SPACE.****MOVE TO PORTLAND PLACE.****[BRITISH WIRELESS SERVICE.]**

RUFGY, Nov. 27th.
The British Broadcasting Corporation is to have new headquarters in Portland Place, Oxford Circus, and will move from Savoy Hill as soon as the new building has been erected. The building will have a floor area of three acres and is expected to cost nearly £500,000. There will be accommodation for an audience of fully 1,000 people in the largest of the studios. It is hoped that the building will be ready in 1931.

DEATH OF LAJPAT RAI.**BLOWS ON POLICE OFFICER.****ACCUSATION DENIED.****[BRITISH WIRELESS SERVICE.]**

RUFGY, Nov. 26th.
The allegations of unprovoked violence by the police at Lahore at the end of last month when the Simon Commission were greeted on arrival by a hostile demonstration, have been renewed as the result of the sudden death of Lala Lajpat Rai, the Punjab boycott leader.

The Secretary for India was asked a series of questions regarding the circumstances of the death of Lajpat Rai, with particular reference to the accusations of the agitator's friends that his death resulted from blows delivered by a police officer on the occasion of the public demonstration at Lahore.

No Evidence.
Lord Winterbottom, the Under-Secretary for India, replied that two enquiries had since been held into the incidents at Lahore, which arose out of an illegal procession forbidden by the police.

The Secretary for India had received the reports of the enquiries and was satisfied that no more force than necessary was used to prevent the crowds from breaking through the barricades.

He was satisfied that there was no deliberate and unprovoked attack by the police, and that no individual was singled out for assault.

No evidence had been adduced to show that Lala Lajpat Rai's death was due to blows received from the police. The Punjab leader died on November 17th, nineteen days after the incident, and death was attributed to heart failure.

GENERAL OIL EXPORT ASSOCIATION.**PREPARATIONS FOR GIANT NEW SCHEME.****[REUTER'S AMERICAN SERVICE.]**

NEW YORK, Nov. 26th.
The Standard Oil Company of New Jersey announces that a Standard Oil Export Corporation has been formed to handle the export business of five operating subsidiaries of the New Jersey Company.

This step is preparatory to the formation of a General Oil Export Association under the Webb Act, in which the new Standard Oil concern will be eligible for membership.

N.Y. STOCK EXCHANGE SEAT.**A NEW RECORD.****[REUTER'S AMERICAN SERVICE.]**

NEW YORK, Nov. 26th.
A seat on the Stock Exchange has been sold for \$875,000, which is a new record.

Ten years ago, \$500,000 was paid for a seat.

THE WORLD COURT.**AMERICAN ADHERENCE.****[REUTER'S AMERICAN SERVICE.]**

WASHINGTON, Nov. 26th.
The State Department has indicated that negotiations relating to American adherence to the World Court, with certain reservations, will be initiated immediately, and it is hoped that the matter will be cleared up during the remaining three months of President Coolidge's term of office.

HOOVER'S TOUR.**"MARYLAND" AT HONDURAS.****[REUTER'S AMERICAN SERVICE.]**

NEW YORK, Nov. 26th.
The United States battleship *Maryland* with Mr. Herbert Hoover, the President-Elect, on board, arrived today at Annapolis, Maryland, for his first visit on his Latin-American mission.

BRIBES FROM NIGHT-CLUBS.**POLICE SERGEANT'S DISGRACE.****BIG SUMS INVOLVED.****[THROUGH REUTER'S AGENCY.]**

LONDON, Nov. 26th.
As a sequel to an official investigation during the past few weeks into the leakage of police secrets in London, and allegations of corrupt practices by the proprietors of night-clubs, who were said to have received advance information of intended police raids, Station-Sergeant Goddard, of the Vine Street Police Station, with a record of 23 years' service, who was dismissed from the Force on October 29th, has now been arrested and charged.

He failed to account to a Police "Court-martial" at Scotland Yard for large sums of money received from an unknown source.

To-day he faced a charge at Bow Street of unlawfully and corruptly accepting a gift of £260 from Mr. Ribuffi, the assistant manager of Uncle's Club in Albemarle Street.

A remand was ordered and bail refused.

In the House of Commons recently, Sir William J. Byrd-Jones stated that £28,000 was found in the possession of a certain police sergeant, obtained, to a startling extent, from aliens running night-clubs.

24 A WEEK PENSION FORFEITED.

Police Sergeant Goddard, attached to Marlborough-street Police Station, London, was last month summarily dismissed from the Metropolitan Police Force after twenty-eight years' service.

Goddard, who was suspended from duty the previous week, was brought before the Disciplinary Board at New Scotland-yard charged with failing to notify to the Commissioner the receipt of two large sums of money from book-makers.

In police orders issued the charges against Station-Sergeant Goddard were stated as follows:—

Neglect of duty in failing when so directed to give any satisfactory explanation of the receipt by him of large sums of ready money from an unknown source. Further, undesirable conduct in betting and engaging in speculation with convicted bookmakers and other undesirable persons.

The Charge.

The Disciplinary Board was composed of Lieut.-Col. Laurie, Deputy Assistant Commissioner, Chief Constable London, and Superintendent Davis.

Goddard was ushered into the room and stood to attention, and on the charge being read was asked whether he pleaded guilty or not guilty.

"Guilty," he replied.

Statements in support of the charge had been made by certain witnesses, but owing to the plea of no evidence was necessary, and the board proceeded to consider their decision in private.

Within a few minutes it was announced that Goddard had been dismissed the service.

This means that he will forfeit all right to a pension of about £4 a week to which he became entitled on completing twenty-six years' service two years ago.

The dismissed sergeant had been commended on many occasions for the zeal he had displayed in raiding night clubs in C Division, to which he was attached.

The alleged leakage of information concerning night club raids, it should be explained, occurred not in the C Division, but in two other divisions.

"It has been a terrible blow to us," said Sergeant Goddard's wife, "and my husband is too much distressed to see any one. His record of police work in the West End—he has received ninety awards and commendations—speaks for itself."

RUSSIA AND RADIO.**RUSSO-AMERICAN CONFERENCE.**

MOSCOW, Nov. 15th.
Announcement was made to-day by the Soviet Government that it has reached an agreement for a conference between Radio Corporation and Soviet experts with reference to possible wireless development.

A group of American technicians is to come to Russia for the conference.

EARTHQUAKES IN SOUTH DAKOTA.**DEADWOOD, NOV. 17th.**

A series of severe earthquakes shook the Black Hills area of South Dakota last night. No serious damage has been reported.

CARVALHO YEO TRIAL.

MR. MESSER CROSS-EXAMINED.

(CONTINUED FROM PAGE 4.)

Was Tsang invited to give an opinion as to his own handwriting? No, but I think he made a remark to the effect that it was absurd.

So, contemporaneously you have three protests—Tsang said the writing was not his, Mr. Black said that it was not his signature and you said that your own signature was not yours?—Yes.

So far as Tsang is concerned we have not only his reputation of his writing but backed by your own very important view?—Certainly.

Why was Tsang arrested?

Then why was he arrested and kept in prison for 30 days?—That was up to the Police. I told Mr. King not to arrest him.

Now I just asked you why Tsang was arrested and kept in prison for 30 days and you said that it was up to the Police?—I told Mr. King distinctly not to arrest him because I did not think he was guilty and that the handwriting was not his.

Did you make it clear to Mr. King that your signature was a forgery?—I tried to but he did not take it in that way.

Did you make it clear to Mr. King that you refused your signature and that in your view it was a forgery?—I told him definitely that it was not mine.

You did in fact see Mr. Hazellrigg officially in regard to the prosecution against Tsang?—He saw me from time to time.

Was there an investigation made into the handwriting of Tsang?—Yes.

Did you take part in it?—No, I didn't.

Did you know the nature of the charge preferred against Tsang?—Yes.

You were chief of Police for five or six years, you would therefore be familiar to some extent, with the framing of charges?—My answer is "Yes" but limited to a certain degree.

Human Memory Plays Tricks.

Well to put in a charge of forgery in ordinary language is a simple matter—I would ask the Crown solicitor to do it in an important case like this. I would not do it myself.

Police Inspectors have to do it every hour of the day?—Yes sometimes, but not hourly.

When pressed as to what the nature of the charge against Tsang was, witness replied that Tsang was charged with aiding and abetting in the fraud.

Mr. Jenkin: Was not the charge at that time one of having swindled the Government out of a quarter of a million dollars?—I can't say definitely what the charge was nor who was responsible for it.

In answer to further questions, witness said that Tsang was arrested on January 18th, and after investigations had been made, Mr. Hazellrigg, on behalf of the Crown, withdrew the charge against him on February 8th. The Police then offered a reward for the apprehension of the accused.

Mr. Jenkin: Were you at all consulted before the notice of the reward was issued?—Not the first one. I suppose you would agree, Mr. Messer, that human memory plays tricks and wanders?—It does.

We are very often quite unconsciously but honestly coerced into thinking something had happened which in fact did not happen?—The reply was inaudible.

Wasn't a lot of time spent in looking up vouchers that afternoon?—Yes.

Were the regular Treasury vouchers examined that afternoon? We did look up some because it would take up a lot of time to go through the whole month's vouchers.

What was the purpose of looking up the vouchers?—To get all the evidence we could.

"If They Were Duds."

If these cheques were duds, as you said, you could not expect to find genuine vouchers?—The cheques might have been obtained by a trick. My duty was to see all possible avenues for evidence.

Your purpose in searching these vouchers was to make sure that among Government vouchers, "dud" vouchers were not brought into existence for the purpose of securing these three cheques?—Certainly.

If your views were sound that these cheques were duds—every word was a forgery, you would not have to look for a voucher?—Certainly not.

So, what I put to you, Mr. Messer, is that you had in your mind that afternoon that by using faked vouchers, these cheques could be obtained by a trick?—Oh, yes.

If the whole thing was a forgery, there was no trick at all, and therefore by trick we have in mind that by means of a dud voucher, yours and Mr. Black's signature, were obtained for these three cheques?—There is a possibility such a thing might have happened.

If in fact the handwriting was that of Tsang's, then it is clear he is in the swindle?—It looks like it.

The sole custodian of vouchers in the Treasury was Tsang?—Not the sole custodian.

Then where do the vouchers go to?—To various departments.

After the cheques had been paid out and the transactions concluded, do not the vouchers go back to Tsang and remain in his custody?—Yes.

Did you ask him to bring to you all the vouchers?—No.

You gave him instructions to go through them—Yes and also asked the Audit Department to do so too.

An Obliging Force.

Did the Police help, they are a very obliging force you know (laughter)?—No, they were not asked to do so.

When Mr. Jenkin indulged in this witicism, the Hon. Mr. E. D. C. Wolfe, Captain Superintendent of Police, was sitting just in front of the dock.

Witness was asked whether or not in addition to his duty as Colonial Treasurer, he was also a member of the Legislative Council, and on the boards of other public bodies. Mr. Messer said he was.

Mr. Jenkin: Did you attend a meeting of the Legislative Council on December 10th, the day the alleged forged cheques were signed?—Yes, I left office at about seventeen minutes past two and returned to office about half an hour later. On that day I had put in five hours work in the Treasury.

At a later stage of the proceedings, Mr. Jenkin again referred Mr. Messer to the fact that the reason for looking up the vouchers was because there was a possibility of the signatures being obtained on those cheques by means of a trick.

Mr. Jenkin: I put it to you, Mr. Messer, that that view was entertained for a considerable period after that afternoon on January 18th?—It wasn't entertained by me. To others it was obvious that there must be an accomplice to the fraud in the Treasury.

It was proposed to carry out a prosecution against Tsang at one time?—I can't say, but it was possibly so because the case was adjourned from time to time.

If the prosecution had carried on, you would have been a witness in the case?—I presume so.

Knew Very Little About It.

What, don't you know, you who are the Head of that Department?—I knew very little of what was going on. I was not consulted.

Can you say this, from your own knowledge, that the case against Tsang was being actively prepared?—I am not prepared to go so far as that. The case was being thoroughly investigated and as there was not a trace of evidence found against Tsang, the charge was withdrawn.

There may be an explanation for it, and if so, I will get it in due course from Mr. King, who is going to give evidence. Meantime I want to ask you about this. At this stage Mr. Jenkin handed witness an extract of a Police Notice issued by the C.S.P. which appeared in the Press on February 8th, 1928. I believe such a reward was offered, and did you see the notice yourself?—I remember seeing something in the papers to that effect.

I take it that the Treasury afforded the Police Department all information at its disposal?—Gave them all the information they wanted. I did not want to hamper them.

Reading from the notice, Mr. Jenkin drew the Court's attention to the fact that it related to "uttering forged cheques" and in brackets the words "purporting to have been signed by the Colonial Treasurer of Hong Kong" were inserted.

Mr. Jenkin: Is it possible that on the day when the notice was issued, it was entertained in the Treasury a changed view that Mr. Black's signatures were authentic and that only your signatures were forged?—I never heard that suggestion before.

Did there exist in the minds of Officials at or about that date when Tsang was discharged that possibly your signatures were forged and that Mr. Black's signatures were not?—I can't reply to that.

Handwriting Experts?

Counsel then dealt with the points raised by witness in regard to the peculiarities of the writing on the body of the cheques and his own signatures. He agreed that some of the points he raised were suggested by Mr. Dovey and that some were from his own observation.

Asked if Mr. Dovey had in the past been giving evidence as a handwriting expert, witness said that he had, but he would not call Mr. Dovey an expert.

Mr. Jenkin: When did you learn all this?—Since a case in 1924, when you handed a piece of paper to the Judge. The Judge took it to be his own writing but you contradicted and said that you had written it a few moments ago. Mr. Dovey was also giving evidence in that case.

But Mr. Dovey has put in quite a lot of time in studying the cheques?—I think so.

(Continued on next column.)

THE EUROPEAN Y.M.C.A.

BILLIARDS MATCH AGAINST CHINESE Y.M.C.A.

The first outside billiards fixture of the season was held on Monday evening in the European Y.M.C.A., when they met the Billiards Team from the Chinese Y.M.C.A. in a series of six games.

The arrangements were in the hands of the Billiards Secretary, Mr. W. L. Walker, and an enthusiastic audience enjoyed very good billiards. The result went in favour of the Chinese Y.M.C.A. in points, having the advantage of 33 points over the Europeans. As games went, the score was 3 all. After wards, the European Y.M.C.A. entertained their opponents and friends.

Below is a detailed list of the scores. The highest break of the evening for the Chinese Y.M.C.A. was 38, made by Mr. T. C. Cheah, and for the European Y.M.C.A. by Mr. W. L. Walker, making 30.

E.Y.M.C.A. C.Y.M.C.A.
E. N. Ponsford 130 K. C. Leung 107
W. Fogarty 67 T. C. Cheah 130
W. R. Hillier 130 K. Kan 130
C. F. 145 L. L. Wong 150
T. J. Richards 137 P. N. Yeung 150
W. L. Walker 150 Y. L. Ho 145

A return match will be played at the Chinese Y.M.C.A. on Friday next, commencing at 8 p.m.

DEBATE ON THURSDAY

In consequence of the performance of the A.D.C.'s force, "The Sport of Kings" at the Star Theatre last Thursday, it was decided to postpone the debate arranged at the Y.M.C.A. for that evening, until the following Thursday.

The speakers on the motion, "That Life on the Instalment Plan is undesirable" will be, Miss Watts and Miss M. M. Clark, proposer, and opposer, and Messrs. H. G. Love and R. W. Sapsed, seconders. Ladies are invited to this meeting, the Debating Committee having made it an open night, and the debate starts at 8 p.m. in the Lounge of the Y.M.C.A.

LOCAL FOOTBALL

TO-DAY'S MATCHES.

The following games are down for decision to-day:

MID-WEEK LEAGUE.

Kick off at 4.15 p.m.

South China v. Hung Kui School, Caroline Hill ground. Referee: Mr. F. Smith.

P.W.D. Chinese v. H.K. Police, St. Joseph's ground. Referee: L/Cpl. Sheard.

Lam Long Wan v. Ewo Chinese, China Athletic ground. Referee: L/Cpl. Grive.

The game at Caroline Hill should draw a crowd. South China should win against Hung Kui School.

The game on the St. Joseph's ground between the Police and P.W.D. should be an attraction.

The Police will probably try out some new men.

On present form, P.W.D. should win.

A good tussle should be seen on the Athletic ground at Happy Valley. Lam Long Wan should beat Ewo by a small margin.

LOCAL FOOTBALL MATTERS.

RESULTS OF POPPY DAY MATCH.

H.K.F.A. COUNCIL PROCEEDINGS.

At the monthly meeting of the Council of the Hong Kong Football Association held yesterday afternoon, an announcement was made that the amount available after deducting expenses from the recent Poppy Day football match was \$70.

It was regretted that various factors tended to a reduction in the collection this year, and in view of the poor result it was the feeling of the meeting that the gross amount realised, \$887.70, should be sent to the British Legion, the expenses being met from the funds of the Association. This was agreed to.

A letter was read from the South China Command Sports Board requesting the fixing of dates for certain matches in aid of M.C.L. and Army funds. The following dates were arranged: December 15th, Army v. Navy; January 1st, Army v. Rest of the Colony, at Sookunpo.

Selection committees were appointed for the England and Scotland teams in the Charity Cup matches. Messrs. F. Smith, G. T. May, and Capt. A. W. Austin, M.C., will select the players for England. The team representing Scotland will be picked by Messrs. F. C. Hall, J. Ormiston, and Lieut. MacLaren.

At the last Council meeting a discussion took place on the question of Sunday football and how far the Association was entitled to interfere in any dispute which may arise in any match played on Sundays. It was then decided to obtain legal opinion as to the interpretation of the rule bearing on the point. A letter was read from a firm of solicitors yesterday expressing the opinion that there was an ambiguity in the rule and suggesting that the matter be discussed at the next annual meeting with a view to revision of the rule. Members again expressed their opinions and finally the matter was allowed to drop.

FOOTBALL ASSOCIATION CUP.

DRAW FOR SECOND ROUND.

(THROUGH REUTER'S AGENCY.)

LONDON, Nov. 28th.

The draw for the Second Round Proper of the F.A. Cup competition was made to-day, resulting as follows:

Carlisle v. Lincoln.

Tranmere v. Bradford C.

Wigan v. Grimsby.

Accrington v. Spennymoor.

Searborough v. Darlington.

Gainsboro' v. Chesterfield.

Barrow v. Mansfield.

Stockport v. Southport.

Northfleet v. Charlton.

Crystal Pal. v. Bristol R.

Watford v. Merthyr.

Brentford v. Plymouth.

Norwich v. Newport.

Gillingham or Torquay v. Exeter.

Fulham v. Luton.

Walsall v. Sittingbourne.

Guildford v. Bournemouth.

Matches to be played on December 8th.

BOMBS FOUND AT WESTMINSTER.

LONDON, Nov. 16th.

Two bombs were discovered to-day beneath papers in a drawer of the Ministers' room in the House of Commons.

A police guard was immediately stretched around the building.

Then came investigation by Scotland Yard, however, with the result that it was found the bombs were souvenir toys, and harmless!

QUEENSLAND LOSE TO M.C.C.

FINE ENGLISH BOWLING.

LEYLAND'S CENTURY.

At Brisbane the M.C.C. team beat Queensland by an innings and 17 runs in a low scoring match.

Queensland 116 (Freeman 5 for 51, White 4 for 29) and 160 (Geary 5 for 47).

M.C.C. 293 (Leyland 114, Nothing 5 for 78).

MYSTERY OF LONDON HOTEL TRAGEDY.

MURDER BY SOME PERSON UNKNOWN.

A verdict of "Murder against some person unknown" was returned at the resumed inquest at Westminster last month on Miss Mabel Elizabeth Escott, aged thirty-two, of Newport (Mon.), a Welsh school teacher, who died in an hotel in Villiers-street, Strand.

Mr. Cyril Lawrence Worth, a married farmer of Penryn, Cornwall, Lincolnshire, and an Indian student, Mr. Chaingir Hormusji Patel, of Florence-road, Stroud Green, both gave evidence at a previous hearing of their relations with Miss Escott.

Mrs. Young, stated to be a cousin of Mr. Worth, continued the evidence she began at the last hearing. She said that it was true that in her statement to the police she said she had only met Miss Escott on one occasion, whereas there had been three meetings.

The coroner, Mr. Ingleby Oddie: Why did you conceal these previous meetings?—Because I did not think they had any bearing on it at all.

"Not What You Have Said."

What do you mean by telling the police that you had no idea about the condition of the girl? That was a lie, was it not?—I was not responsible for her condition.

"That is not what you have said," remarked the coroner, reading from Mrs. Young's statement to the police: "Nothing was said to me about her condition." He then asked: "That was a lie, was it not?"

Mrs. Young: Yes.

The coroner again read from the statement, "I had no idea of the condition of Miss Escott, and did not know what was the matter with her."

"That was a lie, was it not?" asked the coroner.

Mrs. Young: No, it was not. I did not realise what was the matter with her.

Mrs. Young said that she fetched a woman at Miss Escott's request. It was true that she said in her statement to the police at a later stage that she was introduced to this woman.

Mrs. Young, questioned by the coroner on the disparity between her evidence and that of Mr. Worth concerning the time they first met, exclaimed excitedly, clumping the edge of the witness-box with her hand, "I tell you, sir, I did not get there (Charing Cross) until after seven o'clock. Oh! why don't you believe me?"

Question About £40.

The coroner, questioning Mrs. Young about the forty pounds given to her by Mr. Worth, said: "You seem to have been managing the whole affair. You got the money from Worth and paid the expenses of the illness, and the doctor sends his bill to you."

Mrs. Young: Because he was too much of a coward to go and see the doctor; that is why.

The coroner: He was skulking in the background and letting you take all the blame?—Absolutely. I have taken the blame of the whole thing. I have lost my position, I have lost everything.

Why?—Through my having to come here.

The coroner, in summing up, said that he was satisfied that Dr. John Christie Anderson, who had given evidence, was not guilty of performing any illegal operation, and the jury could put Dr. Anderson out of their minds. He strongly suspected that it was the unknown woman who performed this crime. The jury might despise Mr. Worth as a contemptible person. He would apply the same epithet to Mrs. Young.

"Like A Jigsaw Puzzle."

"She proved herself by her own evidence," he added, "to be a clever, cool, calm, calculating liar, fitting in her story like a jigsaw puzzle, to which every piece that fitted was a lie."

There was, however, nothing to show that these two people did more than stand by. He could see no evidence that either Mrs. Young or Mr. Worth aided or procured a person to commit murder.

The coroner said that he believed that the jury would agree with him that, apart from the acts of immorality, the conduct of Mr. Patel throughout seemed to have been perfectly correct.

The foreman intimated that the jury agreed with the coroner's opinion.

FORGET-ME-NOTS FOR YOUR BUTTONHOLE.

PRICE.—THEY ARE PRICELESS!

Roses, Roses, Roses! Oh, buy a Rose from St. Vincent de Paul!

"From St. Vincent de Paul!" I turned to meet the smiling eyes of a little one, whose dimpled cheeks mirrored the rose more truly than the imitation flowers in her basket.

"You are not Vincent de Paul, and your roses are no roses!" she said, "I am of Vincent de Paul," she said, "and my roses are true forget-me-nots."

I understood but I wanted more of the wisdom of childhood. I would bargain.

"And how much do you want for your roses that are not roses, but forget-me-nots?"

"Ah, Sir, you do not understand. These flowers have no market price; they show the value of your heart. That is why I said they are forget-me-nots. They are the forget-me-nots of the poor: they are the forget-me-nots of the distressed."

If I gave you a real rose for your buttonhole it would fade at the close of the day. These flowers will never fade. You will throw away to-morrow the flower which I give you to-day, but an Angel of God will pick it up. One day you will hear, with surprise, that you visited the sick, you fed the hungry, you clothed the naked; you will not believe yourself the story of your good deeds, till an Angel shows you the flower which I offer you to-day."

I thought that I had understood, but these few words gave me a new understanding. For many years I had bought one of these flowers. I had dropped a ten cent piece into the box, and carefully worn the flower all day to escape the importunity of other sellers, to show the world that I had done my bit: a ten cent bit!

To-day, the egoism of my soul was revealed by the simple words of the child: "these flowers have no market value, they show the value of your own heart."

I looked at the girl between my fingers: my mind worked, rapid as the abacus, on all the dollars spent on this pleasure alone—and the wines I sipped whilst smoking! In my attaché case was the latest novel for which I had paid five dollars, and I had given a ten cent piece to "feed the poor, to clothe the naked, to comfort the comfortless."

These flowers show the value of your own heart. The words burned into my soul. That day the rose-cheeked child changed all I had with me—thirty dollars. I think into forget-me-nots. She did more than make me "enquire about the Society of St. Vincent de Paul."

I learned that it has been working quietly in Hong Kong since 1903, that, whilst I was enjoying my five-dollar novel, or my cigar, or the play at the theatre, men like myself, business-men, professional men, some in the prime of life, some starting life, some in life's evening were visiting the homes of the poor, helping to feed them, to pay their rent, to provide for them and their little ones in time of sickness, to pay for the education of their children, to meet the travelling expenses of poor children who lived at a distance from school. All this work is going on quietly. Help is given to all deserving cases: there is no distinction made of race or of creed. These men who sacrifice themselves and their time are, to all intents and purposes, dependent on this annual collection and the Vincent de Paul Bazaar to carry on this noble work. I had contributed ten cents and proudly worn my rose all day! I have told you simply, reader, the lesson which I learned from the little one. To-morrow, when her daughter—for it will be her daughter—offers you a rose, you may remember to change it into a forget-me-not which shows the value of your heart.

COURT HANDICUFFS TEST. ARRESTED MAN AND A SPADE GUINEA.

A handcuff test was made at the Guildford Sessions when three brothers, named Kell, were charged in the names of Ted Thomas, aged thirty-three, James Thomas, aged thirty-four, and George Powell, aged thirty-seven, with breaking into a house at Guildford and stealing property valued at £55. They were each sentenced to eighteen months' hard labour.

The stolen property included a spade guinea, which was found, eleven days after the men were arrested, under the seat of a motor-car, in which Ted Thomas had sat handcuffed.

Ted Thomas stated in evidence that he and the other men never went to Guildford and did not break into the house. Thomas, at the request of his counsel, Mr. St. John MacDonald, was handcuffed while in the witness-box, and he protested that he was unable to reach his pocket and extract the guinea as alleged.

Detective Sergeant Manfield said that the men lived at Fulham and belonged to a family of six brothers who were members of a notorious gang of shop and housebreakers.

The three men denied that they were associates of a gang of housebreakers.

MAN WHO ESCAPED EXECUTION.

SHANGHAI ROBBER IN CUSTODY AGAIN.

FOUND BY MUNICIPAL POLICE.

SHANGHAI, Nov. 28nd.

Mention was made in the Provisional Court before Judge Chen, and Mr. Meinhardt, of a man who had been handed over to the Chinese authorities for execution, and who had again come to life—only to be charged again.

It appears that the former Mixed Court made an order for the extradition of accused to the Chinese authorities for execution, and a proviso was added that, in the event of his not being executed, he should be returned to the Mixed Court.

The charges against him were of armed robbery. Somehow, accused found himself free—whether he escaped from the hands of the Chinese authorities or whether he was released has not been ascertained—and later he found himself in the Settlement and in the hands of a Municipal detective. He said that he had not been sentenced.

At the outset of the proceedings, Judge Chen said that he had looked over the file, but found that accused had not been sentenced to death.

Not Sentenced by Mixed Court.

Mr. Meinhardt said that he should like to point out that, according to the former Mixed Court rules of procedure, that Court could not sentence a man to death. The procedure in these days was that, when a case was serious enough to justify it, accused would be handed over to the Chinese authorities, who were supposed to give him some sort of a trial. The final decision as to whether or not he should be executed rested with them. It was usual in those cases for the charge sheet to be endorsed for accused to be handed over to the Court if he were not executed.

The Assessor's judgment in this case was "To be handed over to the Chinese authorities for execution or returned to this Court."

Mr. Bryan (for the Police): According to the Residing Agreement, this Court is bound to uphold the judgments and orders of the Mixed Court.

Mr. Meinhardt: One presumes that the latter part of the Assessor's judgment was for the accused to be handed back in the event of his not being executed, for the purpose of further trial. No particular Chinese authorities are specified in the judgment. The Chinese authorities did not carry out the judgment of the Mixed Court and the question arises as to whether accused should be tried here or handed back to the Chinese authorities.

Impossible To Try Again.

Mr. Bryan said that he feared that it would be impossible to try the case again. Two years had passed and it would be impossible to find the witnesses.

The case was then remanded.—N.C. Daily News.

MARCHANT'S

SIR?

Certainly.

What else

should I

drink?

MARCHANT'S

Gold Label

Whisky.

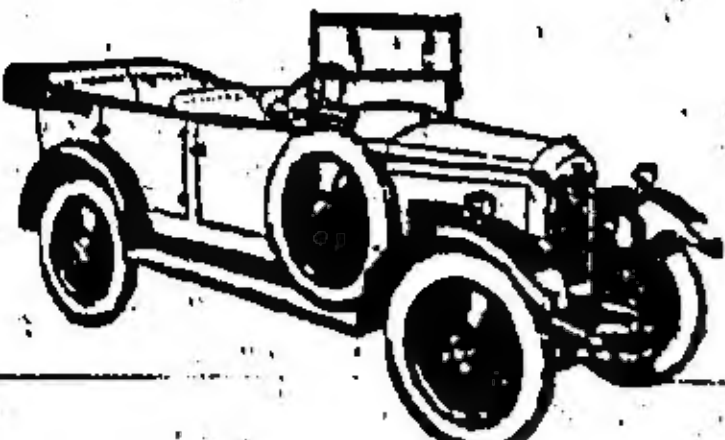
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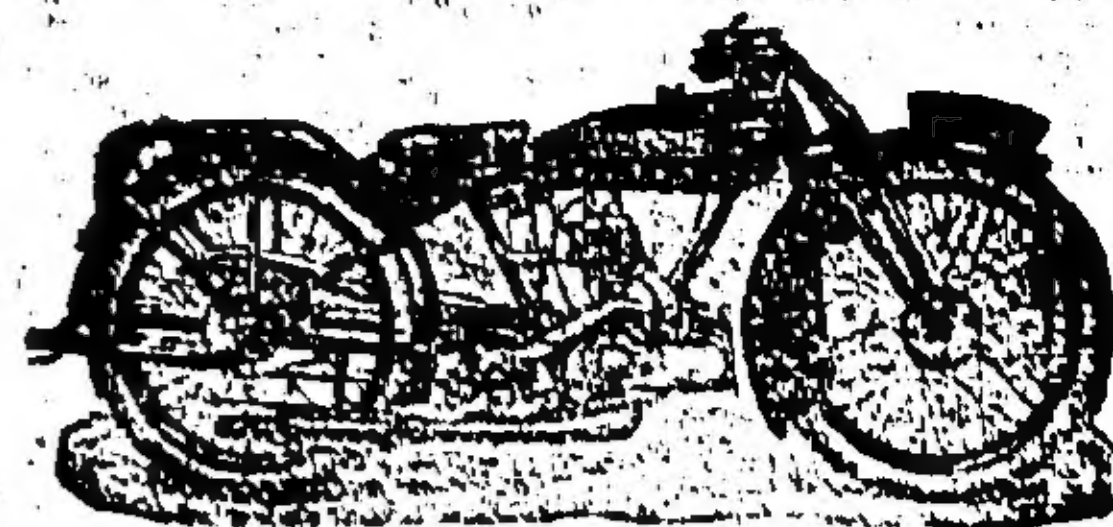
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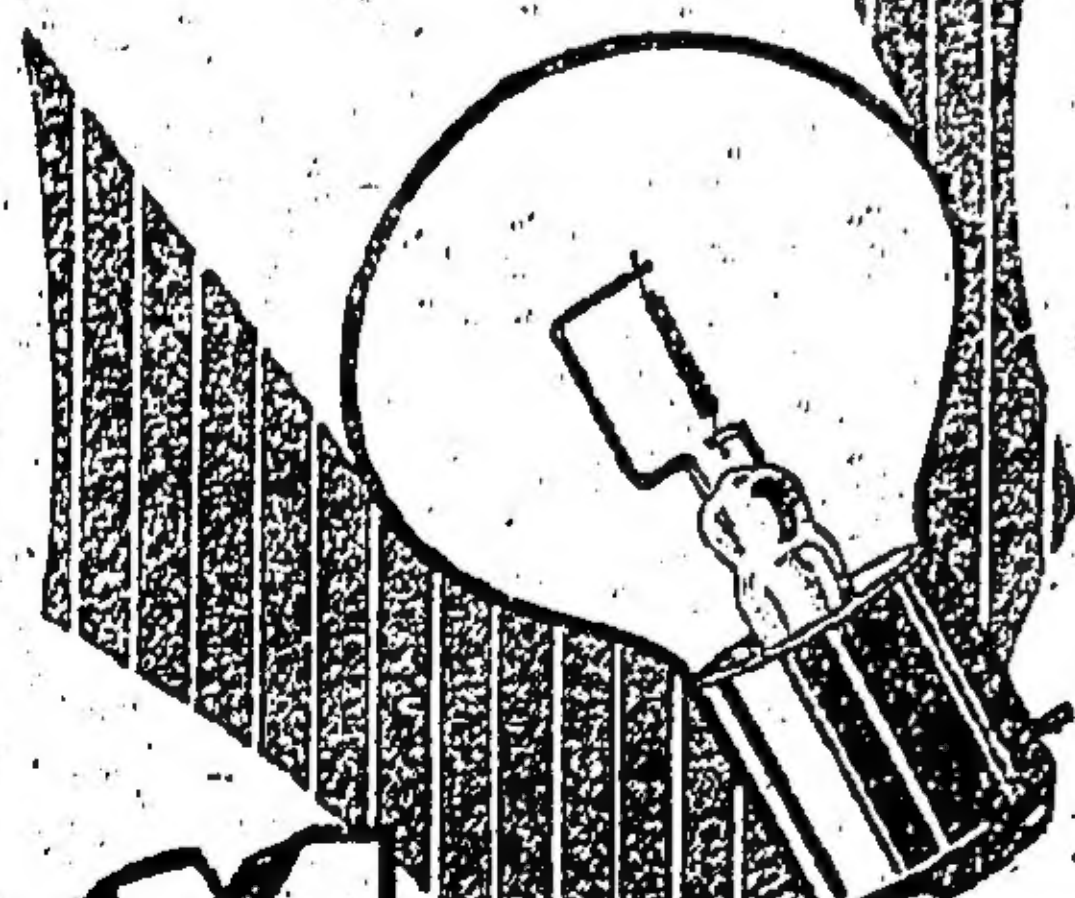
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(A.P.B.3)

THE
MAZDA
FILAMENT

IN a motor lamp the
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that really matters.
The Mazda filament is
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constant rough usage
on bad, surface roads,
and it gives good light
—always the same
good light.



MAZDA
LAMPS
FOR MOTOR CARS

Fit  MAZDA Lamps—always;

You will see better.

LOCAL MOTOR MATTERS.

CARELESS DIRT CARRIERS.

The above heading perhaps may be a little unfair, for it is the parties who engage these women dirt carriers who are really at fault. This objectionable practice of dropping lumps of dirt, sharp granite flints and sometimes, even half bricks, over the highways both in the town and on the country roads has been allowed to continue without being checked. Last week the sections extending from the Post Office in Des Vaux Road Central to the On Lok Yuen Cafe and Pedder Street were a mass of red mud, small stones, and broken bricks. No attempt was made either to keep the road clean or to clear away the broken stones. It would be a benefit to both the Sanitary Department who have to sweep the roads and the motorist who has to pick his way amongst the stones, if the parties responsible were made to supply their carriers with deeper and more suitable baskets.

On the New Territory roads, at one place, blasting operations are being carried out and the road nearby is a mass of small sharp granite pieces and broken flints, chipped off by the stone-breakers. It is a serious matter to pass over this section, and even if a blow out does not occur there and then the smaller flints which stick to the tyre are gradually forced into the cover and finally result in a puncture.

Coal is another commodity which is transported by hand round the town, and a good portion of it is dropped over the route.

Repair Work On The Castle Peak Road.

Repair work on the Castle Peak Road has been very much in evidence during the past few weeks. The last mile or two of the road before reaching Castle Peak has been raised, levelled and re-surfaced, in a very efficient manner. One of the corners has been neatly and correctly cambered with a gradual slope towards the mound on the side of the road. This corner is at present generously sprayed with sand to protect the newly laid tar surface which has not hardened sufficiently to take heavy traffic. It is also encouraging to note that the work on the corners a little further on is progressing rapidly, and very soon the last corner will be eliminated.

However, where road repairs are being carried out, only a very small portion of the road is reserved for motor traffic and should it be in a section near a corner—as it was last week—the passage should be taken carefully.

An Excellent Display Of Motor-Cycles.

Perhaps the very best show-room display of motor-cycles yet produced in the Colony was the six Indian motor-cycles seen at night in the show-room of Messrs. Alex. Ross Garage in Kowloon. The motor-cycles exhibited were the new 43 Scout models, and they looked very imposing with their red colour effect. The cycles are separated in the centre by a red Indian side-car with a jade green band on the door. These cycles should find favour with the motor-cyclists who want a handsome and powerful side-car outfit.

Incidentally, six of these new cycles with side-cars have been ordered by the Canton Government for police work in that city. Canton, apparently, has accepted these cycles for police patrol work as has been done in Hong Kong and most places in Europe and U.S.A.

The St. Vincent De Paul "Car."

The car chosen this year for the annual car raffle of the St. Vincent de Paul Bazaar is a very handsome Pontiac, which can be seen at the Bazaar's show-room on the premises of the old Hong Kong Electric's show-room at the corner of Des Vaux Road and Le House Street. The car is the 5-seater, four-door Sedan model. The price of the raffle ticket (there are also 10 consolation prizes) is at the very reasonable figure of \$3.

A Large Range Of French Cycles.

The French Motor Cycle Company, whose premises are in Nathan Road, has attracted considerable interest among motor-cyclists in Kowloon. Of late, the French motor-cycle industry has progressed by leaps and bounds, and quite a

number of important records have fallen into their hands. The design and set up of French motor-cycles is quite distinct from that of any other nation, and without a close knowledge of motor-cycles one can invariably detect the difference.

The Manager Mr. Charles Geer, has just received two models of the famous F. N. Belgium cycles. These cycles are built under direction of one of Britain's best riders, Mr. J. Patchet, and hold world's speed record for single-cylinder engines—which is sufficient proof of their speed capabilities. Other cycles on view are the famous French Monet-Goyen cycles, which bid fair to be the premier cycle of France. These cycles, however, are fitted with M.A.G. engines of typical British design. This is again explained by the fact that the designer is a Britisher—Mr. D. Marchant. There are eleven models on view at the show-rooms, and a visit to the Store is certain to prove of interest.

MOTOR NOTES.

GERMAN MOTORISTS AT STUDEBAKERS' WORKS.

The 150 members of the All-Deutscher Automobil-Club who made a 2,000-mile motor tour of leading cities in the eastern half of the United States and Canada during October, were given a glimpse behind the scenes of American motordom on October 19th when they were entertained in South Bend, Indiana, by The Studebaker Corporation of America.

The German motorists, who made their motor tour under the auspices of the American Automobile Association, were escorted around Studebaker's Proving Ground and taken on a trip through the various manufacturing and assembly departments of the factory and entertained at a banquet in the Studebaker Administration Building.

The visitors were particularly struck with the care and thoroughness of the testing in the research laboratories and on the Proving Ground.

ALBIONS IN SINGAPORE.

Albion motor vehicles have always had a very considerable popularity in the Malay Peninsula, and an interesting order has been received from the Singapore Municipality. This order is for six chassis—three for 2½-ton loads and three for 4-ton loads. All the chassis are to be fitted with three-way hydraulic tipping gear. The 2½-ton model is a fairly recent addition to the Albion range, and embodies 30-h.p. engine, four-speed gearbox, and overhead worm driven axle.

The four-ton model has a 38-h.p. engine, and like other Albion models, four-speed gearbox and overhead worm drive.

The interesting point about this order is that all chassis are being fitted with pneumatic tyres.

NEW STUDEBAKER PREMISES.

Construction of a new unit of the South Bend plants to house engineering department offices and provide increased facilities for the research engineering laboratories has been announced by The Studebaker Corporation.

When the new building is completed early in November, 161,000 square feet of floor space will be available for Studebaker's new engineering headquarters. Removal of the laboratories from their present location was necessitated by the increased demand for space in the plants brought about by a steady increase in sales and production.

The announcement states that the research engineering work which has been responsible for the achievements of Studebaker and Brakins cars will be carried on as before in the new laboratories.



PRICES RANGE FROM H.K. \$2,300 TO H.K. \$5,840.

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STUDEBAKER'S
ERSKINE SIX

MOTORING NOTES

(CONTD.)

NEWS FROM GREAT BRITAIN.

COMMERCIAL VEHICLE ACTIVITY.

[FROM A LONDON CORRESPONDENT.]

LONDON, Nov. 1st.

This year the Scottish Motor Exhibition gives the commercial vehicle manufacturers an opportunity of exhibiting their products to the public as there is no show of the kind in London. Some of these took advantage of the recognised agricultural shows during the summer, notably "The Royal" at Nottingham, where there was quite a representative collection of vehicles.

On View At "The Scottish."

It is particularly appropriate that Leyland vehicles should be well represented at Glasgow, for the Corporation recently ordered 100 "Titans" for service there. Among the new models shown is the "Lioness Six," a full-bodied type of chassis designed for the firm's 1929 coach programme. This, like the "Tiger," is fitted with a 38.4 h.p. 6-cylinder engine and under-slung worm-driven rear axle. Dewandre-assisted four wheel brakes are employed.

Of goods vehicles both the heavy and light types are shown. The 70 cwt. Leyland is an entirely new production designed for fast road transport combined with economy. The 33.3 h.p. engine employs overhead valve gear and camshaft. The fan is driven by the timing chains through a damper clutch thus eliminating belt troubles; and, as the radiator is mounted on the engine at three points, it is isolated from chassis frame distortion. The Dewandre-brake operates on two pairs of very large shoes and the hand brake on another two pairs, all acting on the rear wheels.

Well-known Glasgow Products.

Probably the most extensive range of vehicles turned out by any British commercial vehicle manufacturer emanates from Glasgow, from the well known works of the Albion Co. The range of goods vehicles includes models for loads of 25 and 30 cwt. to 2½, 3, 4 and 5 tons, no less than thirty Overseas Governments figuring on the list of users of 24 h.p. Albions alone.

During the past eighteen months this firm has introduced an entirely new kind of overtype model designed to provide large platform area, short wheelbase with consequent small turning circle and to be as accessible as the normal bonnet type vehicle. This has been fully achieved, for the 4 or 5 ton models of this type with a wheelbase of 11 ft. have turning circles of 45 and 47 ft. respectively, while a platform up to 14 ft. 9 in. long can be carried on either model.

Besides the London, Midland & Scottish Railway, the South African Railways, Cape Electric Tramways and Pretoria Municipality are users of Albion buses.

Builders Of London's Buses.

In connection with the reversion of the large factory at Southall, Middlesex, previously engaged in the output of Associated Daimler commercial vehicles, back to the Associated Equipment Co., it is interesting to note that the latter company are responsible for the marketing of the range of passenger and goods motor vehicles fitted with the poppet valve type of engine. The Coventry factory of the Daimler Co. accepts full responsibility for productions in which the sieve-valve engine is standardised and this type of engine is to be designed and produced there completely.

Mr. Laurence Pomeroy, appointed General Manager of the Daimler Co. is also consultant engineer to the "A.E.C." while the technical resources of the latter concern are strengthened by the inclusion of Mr. G. T. Rackham as chief engineer. At the present time Mr. Norman Hardie, who is responsible for the commercial interests of the A.E.C. is engaged on an extensive Overseas tour.

Marking A New Transport Era.

It is evident that there is a brisk demand for British commercial vehicles, for during the first 18 days of September Morris Commercial Cars delivered no less than 112 of their six-wheelers. Some of these were for the Royal Air Force and have placed orders with the firm amounting to over a quarter of a million pounds.

Overseas these vehicles continue to enhance their reputation and to make efficient transport possible in districts which previously were often entirely marooned for long periods at a time. In Tanganyika, for instance, a Morris-Commercial 6-wheeler recently accomplished a round trip of three days under the most trying conditions of "road" and weather where 4-wheelers found it quite impossible to operate. In fact, the 6-wheeler in the course of its journey rendered great help to such cars on many occasions by extricating them from impossible situations.

With the conquest of the Kalahari desert still fresh it is interesting to recall a most significant sequel. An American scientific expedition arrived in the locality shortly after Captain Clifford's successful trip, intending to employ two very heavy American trucks in the desert. After a trial, however, these were found to be far too heavy and, incidentally, in the Kalahari sand gave a fuel consumption of only one mile per gallon. Accordingly the expedition took over one of the successful Morris-Commercial six-wheelers in the place of one of the trucks; the fuel consumption of this being 7 m.p.g.

British Six-wheelers Overseas.

"Down Under" British vehicles have scored a fine pioneering success by circling the Australian Continent with two goods-type vehicles. In five months the MacRobertson expedition with its two Karrier "WOG" type rigid six-wheelers accomplished a 10,000 miles trek. Starting from Melbourne, the route taken was via Adelaide, Coolgardie, Perth, Darwin, Newcastle Waters, Townsville, Rockhampton, Brisbane and Sydney. Despite the fact that the lorries weighed over 7 tons each they averaged over 100 miles a day over the first 2,500 miles of the trek. The Karrier "WOG" type incorporates a 30/48 h.p. 4-cylinder engine and 8-speed gearbox and is mounted on single Dunlop tyres all round. The bodies in this case were specially constructed and included a reserve fuel tank of 300 gallons and water tank of 80 gallons capacity. Spares, winches, pumps, tents, bed, food and various equipment were all compactly housed and the behaviour of the vehicles amply confirmed the belief in their suitability for the country.

In South America a Thornycroft type "XB" six-wheeler has been giving a good account of itself. This vehicle was purchased by a local firm with large agricultural activities in the Rio Negro district of the Argentine and was delivered by road loaded with about 5,000 kgs. of machinery and goods by way of demonstrating its capabilities. The road conditions over the 1,300 kilometres varied from earth roads in fairly good state and rough camp tracks to mere earth embankments covered with slimy mud, where a bare 9 inches of clearance separated it from impossible bogs on either side. The final stages again were through sandy tracks.

Despite a bad skid into a ditch into which 10 cars had previously landed, the Thornycroft arrived at its destination without damage on the fourth day's run and was accepted as giving every satisfaction.

Motors For Horses.

The Prince of Wales with all his multifarious duties has cause to appreciate the modern methods of transport which make it possible for him to keep his many appointments and also to find time for such relaxation as hunting and point-to-point meetings.

The Prince is a firm believer in the motor horse box for carrying his animals speedily to their destination without fret. For this purpose he uses a Star Flyer chassis capable of transporting a load of 2½ tons at a speed of over 50 m.p.h. The Star engine is a 6-cylinder o.h.v. model with a 7-bearing crankshaft and is well known for its smooth and silent running.

The advantages of road transport for the conveyance of highly-strung thoroughbred animals are certainly becoming more widely appreciated and many prominent owners now employ this method. Lord Astor, Mr. "Solly" Joel, Sir Victor Sassoon and Mr. Persse, for instance, are among those who use horse boxes mounted on Latil type NVL3 chassis. This chassis employs front wheel drive and has the frame drawn well immediately behind the driver's seat so that a very low loading level is obtained. At the same time there is ample room for 2 horses, groom and all the necessary paraphernalia and a double roof ensures efficient ventilation. The engine is a 4-cylinder unit of 27.3 h.p.

STUDEBAKER RECORDS.

SOME RECENT PERFORMANCES.

Studebaker now holds 114 official American stock car records, all made under the sanction and supervision of the American Automobile Association. The most spectacular achievement was the run of the four President Eight of 30,000 miles at speeds from 64 to 68 miles an hour.

In Australia, a stock Studebaker Commander roadster not long ago broke 48 existing Australian records and established a virtual monopoly on that continent's speed market. Driven by Norman Smith, motor editor of a Sydney newspaper, the

Commander shattered all period records for 24 hours and for distances from 100 to 1,700 miles, and later travelled 3,711 miles in 147 hours and 33 minutes to establish a new transcontinental record from Freemantle to Brisbane.

In Europe virtually every Studebaker model has scored performance triumphs. One of the most recent victories was won in Poland when a stock model Erskine Six Sedan driven by S. Zychon triumphed over 120 competitors in the "Star Race" sponsored by the Automobile Club of Lodz, by covering 1,108 kilometres in 17 hours, 43 minutes.

Up in the steep passes of the Alps, two Commanders recently captured highest awards for cars of their class in the 2,939-kilometre VII. Adac Reichs and Alpenfahrt, German reliability trial.

During the Eindhoven (Holland) —Paris Reliability run last year four Studebaker Directors captured the team prize and individual gold medals as a reward for their superior performance. Driven by an amateur driver, another Director blazed a new trail across Europe in a round trip between Paris and Saloniki, Greece.

In England the Erskine qualified for gold medal awards in both the London-Land's End and London-Edinburgh Reliability-Trials, two of the most important tests of last year.

In India, an Erskine Six Tourer driven by C. E. Perry set a new record between Rangoon and Mandalay by covering 502 miles over poor roads in 84 hours. The previous record for the trip was 51 days.

Highest honours in the Barborton Reliability Trial, South African motor classic, were won by a stock model Erskine Six Sedan, according to word received by The Studebaker Corporation of America. The Erskine, piloted by Alec Mackintosh, amateur driver, scored 989 points out of a possible 1,000, to win the grand national cup, two gold medals and a certificate of merit.

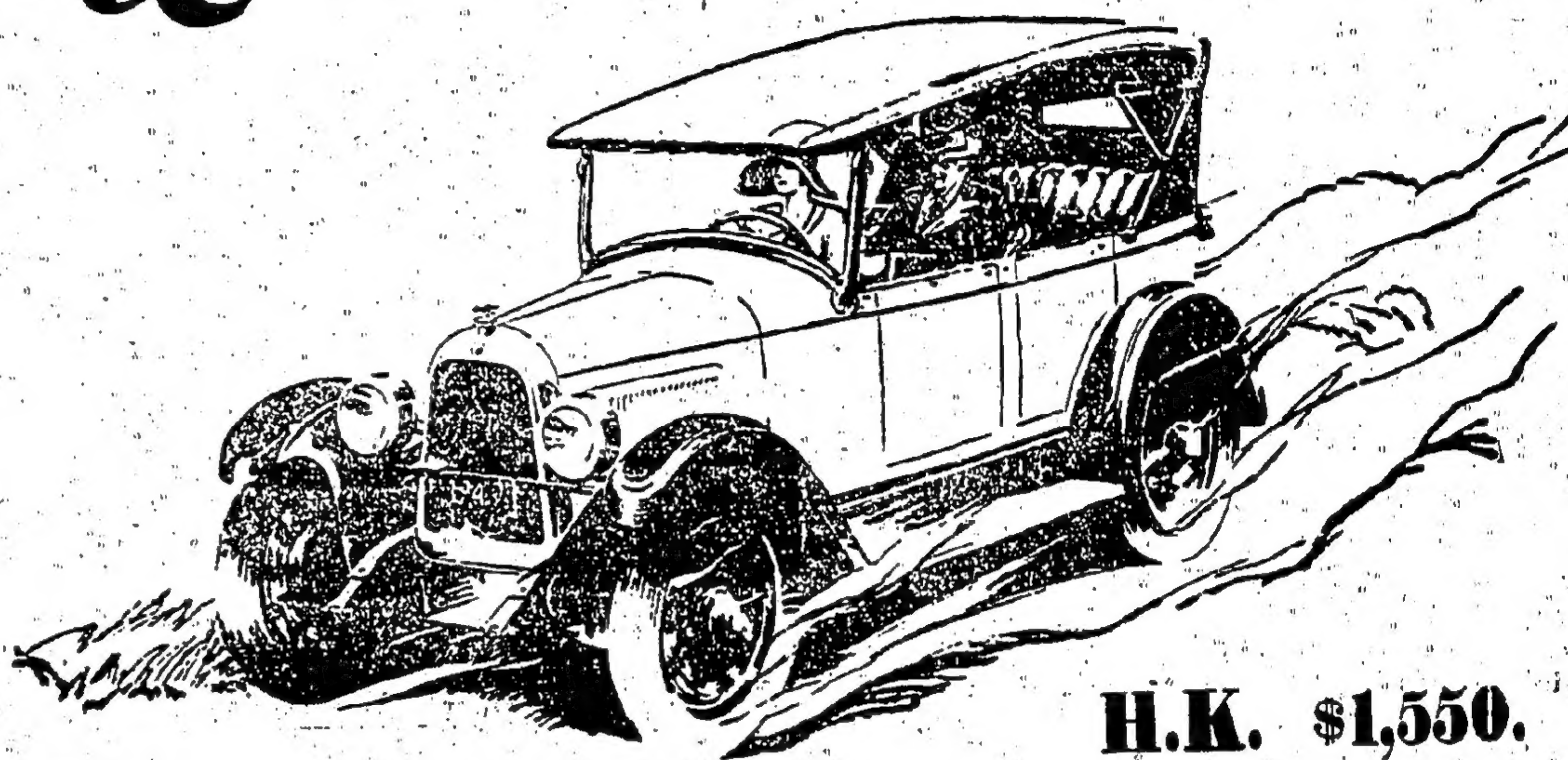
The Barborton Reliability is an annual event organised by the Rand Motor Cycling Club, Johannesburg, Transvaal, and is open to all types of private motor vehicles and both amateur and trade drivers. This year the test was conducted over a specially selected course of approximately 500 miles.

Based on engine capacity and class of driver, each competitor was required to maintain a specified

speed throughout the test. Officials were stationed at five open control points and two hidden checking points. Failure to maintain the specified speed and arrive on time at each checking point resulted in the loss of one point for each 30 seconds the entrant was behind or ahead of scheduled time. Thirty-four contestants entered the trial, of which seven failed to start. Nineteen completed the run, the Erskine Six leading with 989 points, and followed by two competitors who tied for second with 987 points.

The triumph of the Erskine Six in winning the South African event adds another performance feat to the long list of records held by Studebaker-built cars, among which are five world records, 114 official American records and 49 Australian records.

THE WORLD HAS the PROOF



H.K. \$1,550.

When the Whippet was first introduced thousands hailed it as the light car they had dreamed of owning—Now more than 200,000 owners know that all the claims made for it were true—that it really brought to the low-price field a car possessing advantages previously obtainable only at much higher prices. Its low centre of gravity made possible speed with safety—without sacrifice of road clearance. Its large 4-wheel brakes were the first re-

cognition of the need of added safety for light car drivers. It brought speed, fast acceleration, easy control, quiet operation and such dependable quality features as force-feed lubrication and the silent timing chain.

The world has had the proof of Whippet quality. Is there any reason why you should not own the best light car? See the Whippet Four today—Drive it, without obligation.

See also the low-priced Whippet Six models with 7-bearing crankshaft and Invar-strut pistons. You will like their operation.

Tourer	...	H.K. \$1,950
Sedan	...	H.K. \$2,350

(All prices and specifications subject to change without notice)

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CHINA MERCHANTS' S.N. COMPANY.

"THE BITTER CRY OF SHAREHOLDERS."

COMPANY LANGUISES UNDER GOVERNMENT CONTROL.

PROFITS DOWN AND EXPENSES UP.

The following is a translation, reprinted from the "North China Daily News" of a half-page advertisement in the Shanghai vernacular paper "Shunpa" It is a strong protest against the official control which the Nationalist Government has imposed on the China Merchants and sets out the unhappy results that have ensued.

The China Merchants Limited

Liability Steamship Company has

been in existence for more than fifty

years. It has a capital of Tls.

40,000,000 and is the largest pri-

vately owned concern of its kind in

China. All business concerns have

suffered severely from the effects of

the long continued civil war and

the exactions of the militarists but

the shipping companies have suffer-

ed more than any other. So that

even to speak of it makes the heart

sore. The Nationalist Government

took a hand in the concerns of this

company, first by sending an official

to examine our books, and then by

sending another as official Direc-

tor. The idea doubtless was to pro-

tect the Nationalist interest in ship-

ping on the one hand, and to care

for the interests of the shareholders

on the other. There was originally

no intention to taking over the busi-

ness and running it as a govern-

ment concern or of taking the busi-

ness permanently out of our con-

trol. But the meeting of Directors

has been dissolved and the share-

holders' meeting indefinitely pos-

poned. Our business daily decreases

and our liabilities increase so that

bankruptcy stares us in the face.

We shareholders have been deeply

wounded and, weeping blood, have

determined to brave death in an

attempt to set things right rather

than be slowly exterminated as

though under the saw or shut up

in a cauldron to be boiled with no

means of escape. We have, there-

fore, sworn that we will not desist

until our aims are achieved and,

therefore, set forth a statement of

our case as below, and trust it will

receive attention from the wise and

good in the government.

Origins Of The Company.

The company was organized in

the 13th year of the Emperor Tang

Chih (1875). Besides the ordinary

trade of carrying passengers and

cargo it was at the disposal of the

Director of Grain Transport for

the purpose of carrying tribute

grain to Peking. Shortly after-

wards grain ceased to be carried

from the south to Peking and the

Grain Directorate was abolished.

We, thereupon, in accordance with

mercantile law, registered as a

limited liability company of share-

holders and were, from the begin-

ning, purely a mercantile concern,

the same as any other business con-

cern.

It is contended that shipping

companies should be under govern-

ment control, then there are other

companies, with tonnage compar-

able to ours, like the Cheongchee

Company in the north and the

San-poh Company in the south and

there is no evidence that the Board

of Communications has any inten-

tion of interfering with their

management. Moreover, if we look

at such companies as ours in

Europe and America, it will be seen

that they are all privately owned

and frequently receive financial as-

According to the public declara-

tion of the official Director in tak-

ing office and the board of examina-

tion, (1) the control of a limited

liability company rests with the

Directors and the supreme authority

is vested in the shareholders; (2)

they expressed a wish that the share-

holders would not let the authori-

ties slip as the Government merely

occupied the position of Director

and would not interfere in the

conduct of business; and (3) that

when the shareholders were or-

ganised according to law and the

board of Directors functioning, the

official Directorate would be abro-

gated and the company be treated

as an ordinary business concern.

A Breach Of Faith.

(4) The government gave great

weight to the principle of popular

control and those spreading rum-

ours that the Government meant

to confiscate the business would be

severely punished. All these de-

clarations were just and proper, but

the Directorate was long proceed-

ed to reconstruction and from re-

construction to control and after

control appointed an official Direc-

tor. Now, suddenly, there is talk

of making the China Merchants

Company a private business under

Government management or a busi-

ness under the dual control of the

merchants and Government. Before

the lips were dried the words

spoken were eaten. This breach of

faith on the part of the Govern-

ment may be condoned but what

about the ruin of the business?

If the Government can, at its

pleasure, give or take away posi-

tions of trust in a purely mercan-

tile company, then who will guar-

antee that any industry of any im-

portance will not be placed in the

same position? If the laws cease

to give protection and the people's

property be utterly destroyed, then

who have invested capital tremble

and those who have not done so

will hesitate before taking risks.

Other Victims Will Follow.

The sacrifice of the China Mer-

chants Company is indirectly the

sacrifice of innumerable other com-

panies. Our industry is still in its

infancy. Even given protection and

encouragement it will have diffi-

culty in prospering, but this

arbitrary, and suicidal, policy of

the Government directly contradicts

our law. President's injunction

to foster popular control of indus-

try in order to promote national

stability; it is against right and

leads to destruction. What is

needed at present is to call a meet-

ing of shareholders and revert to

the original constitution of the com-

pany in order to avert irretriev-

able disaster.

At this moment the period of

tutelage under the Nationalist Gov-

ernment has just been inaugurated.

The five Yuans have been set up

and all things are becoming new.

The China Merchants Company is

the first of China's shipping lines.

THE WORLD'S SHIP-

PING.

LLOYD'S REPORT FOR

1927-28.

The annual report of Lloyd's

Register of Shipping, recently

published in London, as always

contains a mass of information of

interest to all concerned with ship-

building and steamship services.

The Society's operations, for the

year under review (1927-28), have

shown a marked increase over

those of the previous year. This

is mainly attributable to two

causes. In the first place, during

the preceding year (1926-27) ship-

building, and the allied industries

of Great Britain, experienced a

severe depression, owing to the

stoppage caused by the coal dis-

pute. A large portion of the work

which, but for this interruption,

would have been included in that

year was only completed during

the current period, and swelled its

production of tonnage accordingly.

In the second place, there arose,

both in Great Britain and abroad,

an unexpected and urgent demand

for oil tank vessels, which could

only be met by the construction of

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	YUNNAN	On 28th Nov.	3 p.m.
SWATOW & SHANGHAI	YUNNAN	On 29th Nov.	10 a.m.
AMOI, SHANGHAI & TIENTSIN	YUNNAN	On 29th Nov.	9 p.m.
WUHAIR, CHIAO & TIENTSIN	YUNNAN	On 30th Nov.	4 p.m.
SWATOW, SHANGHAI & TIENTSIN	YUNNAN	On 2nd Dec.	7 a.m.
SWATOW & SHANGHAI	YUNNAN	On 2nd Dec.	10 a.m.
AMOI, SWATOW & SHANGHAI	YUNNAN	On 3rd Dec.	6 a.m.
AMOI, SWATOW & SHANGHAI	YUNNAN	On 3rd Dec.	Noon
AMOI, SWATOW & SHANGHAI	YUNNAN	On 4th Dec.	3 p.m.
AMOI, SWATOW & SHANGHAI	YUNNAN	On 5th Dec.	3 p.m.
AMOI, SWATOW & SHANGHAI	YUNNAN	On 6th Dec.	Noon
AMOI, SWATOW & SHANGHAI	YUNNAN	On 7th Dec.	7 a.m.
AMOI, SWATOW & SHANGHAI	YUNNAN	On 8th Dec.	10 a.m.
AMOI, SWATOW & SHANGHAI	YUNNAN	On 9th Dec.	6 a.m.
AMOI, SWATOW & SHANGHAI	YUNNAN	On 10th Dec.	Noon
AMOI, SWATOW & SHANGHAI	YUNNAN	On 11th Dec.	10 a.m.
AMOI, SWATOW & SHANGHAI	YUNNAN	On 12th Dec.	10 a.m.
AMOI, SWATOW & SHANGHAI	YUNNAN	On 13th Dec.	4 p.m.

SAILINGS SUBJECT TO ALTERATIONS.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents. TELEPHONE CENTRAL 36.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. Sailing on 1st Dec. 1928. First and Second Class Passenger Accommodation. HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Days Home	Days to Home
CHANGTE	7th December	14th December
TAIPING	14th December	11th January, 1929
CHANGTE	21st December	18th February, 1929
TAIPING	28th December	15th March, 1929

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents. TELEPHONE CENTRAL 36.

NEW YORK, BOSTON AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF CHESTER"	Via Suez Canal	27th December
S.S. "EUMAEUS"	"	11th January
S.S. "AUTOLYCHUS"	"	5th February

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.

For Freight and Particulars, apply to— BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG, HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

M.V. "MALAYAN PRINCE"	4th December
M.V. "ROYAL PRINCE"	31st December

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furprince King's Building, 118



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez Port-Said.	To Yokohama via Shanghai and Kobe.
ANDRE LEBON	CHENONCEAUX
PORTHOUS	PORTHOUS
CHENONCEAUX	ATHOS II
ATHOS II	D'ARTAGNAN
D'ARTAGNAN	SPHINX
SPHINX	G. METZINGER
G. METZINGER	PAUL LEBON
PAUL LEBON	CHENONCEAUX

We can issue Through Tickets to Egypt, Syria, Persia, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Ouessant, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to—

Messageries Maritimes, 5, Queen's Building, 118

Shipping News Arrivals and Departures, etc.

ARRIVALS.

November 28th.

Antenor, British str., 6,900 tons, Capt. J. G. Reynard, from Dairen via ports. She left Dairen on November 12th with a general cargo, lying at Holt's Wharf—B. & S.

Chip Shing, British str., 1,190 tons, Capt. D. J. Burleigh, from Weihaiwei, which port she left on November 25th, with a general cargo, lying at buoy No. C33—Jardine, Matheson & Co.

Linan, British str., 1,335 tons, Capt. W. J. Larter, from Amoy, with 360 tons of general cargo, lying at buoy No. B13—B. & S.

Marly, Norwegian str., 658 tons, Capt. H. Hovland, from Kamfa, with 1,650 tons of coal, lying at Yau-mat—K. Larsen.

Tsuiji Maru, Japanese str., 1,963 tons, Capt. M. Masuda, from Samarinda, which port she left on November 15th, with 2,000 tons of coal, lying at buoy No. C33—M.B.K.

November 27th.

Cureelles, French str., 1,917 tons, Capt. Y. Fenet, from Saigon, which port she left on November 23rd, with a general cargo, lying at buoy No. B47—Messageries Maritimes.

City of Perth, British str., 4,173 tons, Capt. G. Swinney, from Shanghai, which port she left on November 24th, with 100 tons of general cargo, lying at buoy No. A5—Bank Line.

Del Mar, Japanese str., 1,272 tons, Capt. Y. E. Yamamoto, from Canton, lying at O.S.K. Wharf—O.S.K.

Fuku Maru, Japanese str., 2,757 tons, Capt. M. Morikawa, from Nagasaki, which port she left on November 22nd, with a general cargo, lying at Kowloon Wharf—N.Y.K.

Seang Lee, British str., 3,784 tons, Capt. C. M. Cotton, from Singapore, which port she left on November 18th, with a general cargo, lying at buoy No. A26—Suei Kee Co.

CLEARANCES.

November 27th.

Antenor, for Singapore, borneo, for Hoibow.

City of Perth, for Manila, Kupreti of France, for Shanghai.

Fuku Maru, for Singapore, Hai Ning, for Swatow.

Halvord, for Canton, Hanoi, for Kwang Chow Wan.

Lee Cheung, for Shanghai, Linan, for Canton.

Sandriken, for Bangkok, Shih Hing, for Macao.

Solovien, for Saigon, Tykembank, for Muntok.

PASSENGERS.

Arrivals.

The following passengers arrived here on November 26th from Shanghai per s.s. Antenor: Mr. J. Amour, Mrs. C. Blix and child, Mr. C. W. Cumming, Miss D. G. Clarke, Mr. and Mrs. Drevett and infant, Mr. J. F. Drysdale, Mr. E. N. Ennor and two children, Mr. G. B. Elliott, Mr. W. N. Fleming, Capt. R. R. Flood, Mr. S. L. Horribin, Dr. and Mrs. G. A. F. Heyworth, Mr. and Mrs. R. K. Henderson, Mr. D. J. Harding, Mr. and Mrs. J. O. Ineson, Mr. E. C. Inson, Mr. H. Jackson, Mr. G. G. Johnston, Mrs. J. Moffat and two children, Mr. and Mrs. D. M. Mitchell, Mrs. J. H. McGeehan and child, Mr. W. B. Mackay, Mr. Ng Shew Kwan, Mrs. Ng and two infants, Miss Anna Ng, Mr. C. E. Peacock, Mr. H. S. Prophet, Mr. and Mrs. C. C. Stevenson, Miss S. Stallworthy, Mr. and Mrs. B. A. Somekh, and child, Miss P. Tyrwhitt, Mr. and Mrs. H. R. Tweedie, Mrs. E. G. Wright, Mr. and Mrs. C. E. Wining, Mr. E. C. Wong, Mr. C. O. Wong, Mrs. C. M. Young, child and infant, Mr. H. B. Bates, Comdr. and Mrs. W. S. Bardwell and two children, Lieut. H. Barnett, Comdr. G. C. Cooke, Mr. W. R. Forde, Lieut. G. Hill, Mr. and Mrs. R. N. Kirby, Miss Robertson, Miss E. Tokusse, Mrs. Thomson.

Departures.

The following passengers left here on November 27th by the s.s. Shingyo Maru for San Francisco and way ports: Mr. H. H. Donald, Mrs. Aiers, Mr. Leung Chi U, Mr. Leung Ku Sou, Miss Assia Schmebey, Mr. T. Matsumoto, Mr. K. Toyotomi, Mr. R. M. Senna, Mr. Y. Uchinami, Mrs. M. Akai, Miss Y. Akai, Miss S. Akai, Mr. and Mrs. K. Nagasaki, Mr. G. Akai, Mr. and Mrs. Christian Lem, Miss Nita L. Pearce, Mr. A. R. Barham.

The following passengers left here on November 27th by the s.s. President Grant for Seattle: Miss V. D. Casady, Mr. F. A. Dickhoff, Miss Ruth Kuster, Mrs. I. F. Miner, Mrs. Elizabeth N. Powers, Mr. T. M. Gilmer, Miss Astrid Pederson, Mr. S. J. Albright, Comdr. J. F. Riordan, Mrs. J. F. Riordan, Miss Katherine Riordan, Mr. B. Tang, Mr. Yang Hsin Te, Mr. Ding Lung, Mr. H. A. Pan, Mr. Lee Wong, Mr. Lee Gong Shue, Mr. A. C. Davis, Mr. and Mrs. H. W. Gerber, Mr. S. H. D. Moray, Mr. E. Sachs, Mr. and Mrs. Pedro Lamjap, Mr. C. A. Herschleb, Mr. E. Luebert, Mrs. D. W. Murphy, Mr. I. Sassoon, Mr. Tsang Kwong, Mr. L. A. Wang, Mr. H. B. Collier, Mr. and Mrs. H. E. Crampton, Mr. Fong Pui See, Mr. Tung Ng Hung.

JAPANESE DOCKYARD IN TROUBLE.

WORKERS RETAINED IN NEW SCHEME.

Tokyo, Nov. 28th.

Owing to fears that the financial difficulties of the company will impede the completion of two destroyers and one gun-boat which are under construction for the Government by the Fujiyama Dockyard Co., the Navy Office has agreed to take over partial management of the concern as it did last year in the case of the Kawasaki Dockyard Co.

It is learned that an agreement was signed this morning. It makes the Navy responsible for all bills issued by the Fujiyama Dockyard Co. for the purpose of constructing the vessels. In addition a satisfactory agreement has been reached under which the present dockyard staff will be retained.

Reuter.

SUNRISE AND SUNSET.

Sunrise. Sunset.

To-day 5.45 a.m. 5.38 p.m.

To-morrow 5.45 " 5.38 "

Friday 5.46 " 5.38 "

Reuter.

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To-morrow 5.45 " 5.38 "

Friday 5.46 " 5.38 "

Reuter.

THE NEW "PRESIDENT" LINER.

TO BE CALLED AFTER ANDREW JOHNSON.

Mr. R. Stanley Dollar, Vice President and General Manager of the Dollar Steamship Line, has announced that the name of the new President liner, the former *Manchuria* recently acquired by the Dollar Line, will be the *President Johnson*. She will take her place as the 13th passenger vessel of the company.

The *President Johnson* is now in New York, preparatory to reconditioning to become ready to join the fleet. Announcement of the placing of the bids and her date of going into service has not been made.

Andrew Johnson, after whom the ship is named, was Vice President in Lincoln's second administration and succeeded the martyred president, who was slain by John Wilkes Booth a month after inauguration as seventeenth president of the United States, taking office at a period filled with the grave problems of reconstruction following the Civil War.

Johnson, whose life span was from 1808 to 1875, was born in Raleigh, North Carolina. He started work as a tailor's apprentice. After marriage his wife undertook his education and largely through her efforts he attained political prominence. Throughout his public career he was regarded as the spokesman and champion of the laboring classes.

The plans for the formal bestowal of the name of *President Johnson* on the new addition to the Dollar Line fleet have not been formulated.

VESSLS EXPECTED.

Messageries Maritimes.

Chenonceaux, Nov. 30th.

Andre Lebon, Dec. 4th.

Porthos, December 4th.

Athos II, December 18th.

D'Artagnan, January 1st.

Sphinx, January 15th.

General Metinger, Jan. 28th.

Paul Leat, February 12th.

Nippon Yusen Kaisha.

Atsuta Maru, to-day.

Kitano Maru, Nov. 30th.

Norddeutscher Lloyd, Bremen.

Trave, Dec. 2nd.

Kemscheid, Dec. 15th.

Fulda, Dec. 16th.

Main, Dec. 22nd.

Trier, Jan. 13th.

Oder, January 30th.

Peninsular and Oriental.

Karnala, Nov. 30th.

Trelacy, Dec. 3rd.

Jeppore, Dec. 6th.

Malwa, Dec. 7th.

Madras, Dec. 7th.

Trenillian, December 9th.

Kashmir, Dec. 15th.

Kalyan, Dec. 21st.

Valdera, December 22nd.

Morea, January 4th.

Nautia, January 6th.

Kashgar, January 18th.

Padua, January 18th.

Macedonia, February 1st.

Khiva, February 15th.

Khyber, March 7th.

Prince Line.

Malayan Prince, Dec. 6th.

Royal Prince, December 31st.

Royal Packet Nav. Co. (K.P.M.).

Cremier, to-morrow.

Swedish East Asiatic Co., Ltd.

Nanking, Dec. 4th.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"WAISHING" "FOOSHING" "HOPANG" "HANGSANG"	Wed., 28th Nov., at Noon Sun., 2nd Dec., at 7 a.m. Wed., 5th Dec., at 7 a.m. Sun., 9th Dec., at 7 a.m.
OSAKA via MOI & KOBE	"KUTSANG"	Tues., 4th Dec., at 7 a.m.
OSAKA via AMOI, SHAL, MOI & KOBE	"NAMSANG"	Wed., 12th Dec., at 7 a.m.
STRAITS & CALCUTTA	"YUENSANG" "HOSANG"	Fri., 7th Dec., at 3 p.m. Fri., 14th Dec., at 3 p.m.
SANDAKAN	"MAUSANG"	Thurs., 13th Dec., at Noon
CANTON	"FOOSHING"	Wed., 28th Nov., at 7 p.m.
TIENTSIN	"CHIPSING" "CHEONGSHING"	Satur., 1st Dec., at 3 p.m. Sun., 16th Dec., at 4 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD. GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

[3]

GLEN LINE.

FARE: HONG KONG TO

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928-1929.

Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF FRANCE	Nov. 23	Dec. 1	Dec. 4	Dec. 6	Dec. 13
EMPERESS OF RUSSIA	Jan. 9	Jan. 13	Jan. 15	Jan. 17	Jan. 28
EMPERESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPERESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPERESS OF RUSSIA	Mar. 8	Mar. 12	Mar. 14	Mar. 16	Mar. 27
EMPERESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 8
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPERESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPERESS OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPERESS OF FRANCE	June 5	June 8	June 11	June 13	June 23
EMPERESS OF RUSSIA	June 26	June 29	July 2	July 4	July 13

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HOME FOR THE HOLIDAYS.

"EMPERESS OF CANADA"

Via SINGAPORE-COLOMBO-PORT SAID.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Dec. 31	Dec. 23	EMPERESS OF ASIA	Dec. 24
Jan. 11	Jan. 13	EMPERESS OF FRANCE	Jan. 13

HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Dec. 31	Dec. 23	EMPERESS OF ASIA	Dec. 24
Jan. 11	Jan. 13	EMPERESS OF FRANCE	Jan. 13

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES.

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department Tel. C. 752. Cables: "GACANPAC."
Freight and Express Tel. C. 42. Cables: "NAUTLUS."

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES

2130, 2114, 2110, 2102, 2331, VIA SAN FRANCISCO

6440, 0440 VIA JAPAN AND SEATTLE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

SIBERIA MARU ... Tuesday, 11th Dec.

TENYO MARU ... Wednesday, 23rd Jan.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

KITANO MARU ... Saturday, 1st Dec.

KAMO MARU ... Saturday, 15th Dec.

SYDNEY & MELBOURNE via Manila & Ports.

SADO MARU ... Wednesday, 19th Dec.

ARI MARU ... Wednesday, 30rd Jan.

BOMBAY via Singapore, Penang & Colombo.

TOMIURA MARU ... Sunday, 2nd Dec.

MURORAN MARU ... Thursday, 13th Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINGO MARU ... Tuesday, 18th Dec.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

WAKASA MARU ... Sunday, 9th Dec.

NEW YORK AND BOSTON via PANAMA.

ASUKA MARU ... Wednesday, 12th Dec.

TAKAOKA MARU ... Thursday, 27th Dec.

LIVERPOOL via Port Said, Genoa & Marseilles.

DAKAR MARU ... Friday, 31st Dec.

ALOUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Saturday, 1st Dec.

CEYLON MARU ... Monday, 10th Dec.

SHANGHAI, KOBE & YOKOHAMA.

ATSUTA MARU ... Wednesday, 28th Nov.

DURBAN MARU ... Wednesday, 28th Nov.

GENOA MARU (Mojito direct) ... Thursday, 28th Nov.

AWA MARU (Kobe direct) ... Thursday, 28th Nov.

Subject to alteration without notice.

NIPPON YUSEN KAISHA

Telephone Central No. 294 (Private exchange to all Dept.)

For further information, apply to

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO OF BATAVIA)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and

PENANG, on 6th December.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

Service to destinations in the Netherlands East Indies

and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574. YOKO BUREAU, CHATER ROAD.

Shipping News Daily Statement, Waterfront News.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS FAIR.

THROUGH-FREIGHTS DECREASE.

Thirteen arrivals and twelve departures were shown for the 24 hours ended at 9 a.m. yesterday, of which five arrivals and seven departures were British vessels. The imports were again good, but through cargo dropped heavily. A Japanese vessel was best carrier as regards both imports and through cargo.

Twelve vessels discharged 10,433 tons of general merchandise for this port, of which 3,881 tons were contributed by four British ships. The a.s. *Taipei Maru* (Japanese) had 2,000 tons of coal from Samarindo and the a.s. *Chip Sain* (British) 1,711 tons of general cargo from Tongku and Weihaiwei.

Through freights carried by seven vessels amounted to only 4,424 tons of which five British ships carried 2,931 tons. The a.s. *Taipei Maru* was again shown as best carrier with 1,173 tons of coal, while the a.s. *Yunnan* (British) arriving from Shanghai and Swatow carried 1,050 tons of general cargo.

The arrivals and departures during the period under review were as follows:

	Arr.	Dep.
British	5	7
American	1	0
French	1	0
Norwegian	2	0
Swedish	1	0
Japanese	2	2
Chinese	1	3
Total	13	12

DETAILS OF FREIGHTS.

Kuichow (British) arrived from Tongku and Weihaiwei with 1,110 tons of general cargo for this port and 110 tons for through ports.

Yunnan (British) arrived from Shanghai and Swatow with 600 tons of general cargo for Hong Kong and 1,050 tons for through ports.

Linan (British) arrived from Shanghai and Amoy with 360 tons of general cargo for Hong Kong and 600 tons for through ports.

City of Perth (British) arrived from Shanghai with 100 tons of general cargo for Hong Kong and 100 tons for through ports.

Chip Shing (British) arrived from Tongku and Weihaiwei with 1,711 tons of general cargo for Hong Kong and 355 tons for through ports.

President Grant (American) arrived from San Francisco and Manila with 152 tons of general cargo for Hong Kong and 1,000 tons for through ports.

Hanoi (French) arrived from Haiphong and Port Bayard with 643 tons of rice, pigs and general cargo for Hong Kong.

Marly (Norwegian) arrived from Kamfa with 1,650 tons of coal for Hong Kong.

Hellas (Norwegian) arrived from Bangkok and Swatow with 1,156 tons of rice and general cargo for Hong Kong.

Fuku Maru (Japanese) arrived from Nagoia and Sakito with 583 tons of general cargo for Hong Kong.

Taipei Maru (Japanese) arrived from Samarindo with 2,500 tons of coal for Hong Kong and 1,173 tons for through ports.

DAILY WATERFRONT NEWS.

CANADIAN PACIFIC LINERS CHANGE CAPTAINS.

"CANADA" TO BE RE-ENGINEED.

[BY LONGSHOREMAN.]

The two huge Canadian Pacific Steamship Company's liners which were berthed alongside of each other at the Kowloon Wharves changed commanding officers on Monday. Captain S. Robinson, C.B.E., R.N.R., formerly of the *Empress of Canada* went to the *Empress of France*, while Captain E. Griffith, R.N.R., of the former vessel took over the command of the *Canada*. Captain Griffith will take the *Canada* home to England; while Captain Robinson will remain in the Pacific in charge of the *France*.

The *Empress of Canada*, although the fastest vessel in the Pacific, still falls short of the Company's ideal of quick passenger service; and for this reason, the vessel is being taken to England where she will undergo complete renewal of engines, in the same manner as the *Imperial* did some time ago. We understand that when the *Canada* returns she will be even faster than she is at present, while a great saving will be made in expenditure on fuel. As is well known the *Canada* holds the blue ribbon for the fastest passage across the Pacific.

The two *Empress* liners will sail for their respective destinations in the opposite direction to-day.

A.P.C. Motor Boat Fired On.

The coxswain of motor boat No. 614, belonging to the Asiatic Petroleum Company, reported to the police that about 10.30 on Sunday when he was just off Yam O in British waters, he was met by two fishing boats. As they approached to within about 30 yards range, the crews opened fire on his boat. The coxswain had 600 tons of kerosene on board at the time and realizing that he was facing pirates he turned around and made for Hong Kong, where he arrived about 12.30 a.m. on Monday.

Dredging The Harbour Beds.

Two Chinese mistresses of fishing boats appeared before the Marine Magistrate, Comdr. J. B. Newell, D.S.O., R.N., at the Harbour Office yesterday morning on a summons for dredging the Harbour Bed in the Central Fairway. The two defendants pleaded guilty and were fined \$10 with the alternative of 10 days' hard labour each.

Asiatic Deck Passengers.

Four vessels brought 168 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia*, from Hong Kong on November 7th, arrived at Vancouver on November 24th.

The a.s. *Talamba* (B.I. and Apear Line) left Singapore for Hong Kong on the 21st inst., and is due here to-day (Wednesday) about 1 p.m.

VESSELS EXPECTED.

Australian-Oriental Line.

Changste, Dec. 7th.

Taipei, January 4th.

Ban Line.

Superic, to-day.

City of Chester, to-morrow.

City of Lahore, Dec. 10th.

Levenbank, January 8th.

City of Bedford, January 8th.

City of Pekin, January 19th.

City of Baroda, February 1st.

Ban Line.

Bencaryachan, to-day.

Bine Tunnel Line.

Glaucus, to-day.

Protesilaus, Dec. 3rd.

Telemachus, Dec. 4th.

Philoctetes, Dec. 8th.

Dionaea, Dec. 11th.

Tyndareus, December 13th.

Demas, Dec. 17th.

Hector, Dec. 24th.

Theseus, Dec. 28th.

Atreus, Dec. 29th.

Achilles, January 8th.

Vergil, January 8th.

Thyphius, January 8th.

Lycan, January 10th.

Sarpedon, January 10th.

Enaues, January 11th.

Automedon, January 19th.

Tydeus, January 30th.

Ixion, January 28th.

Dolius, January 31st.

Kazmus, January 31st.

Calchas, February 3rd.

Patroclus, February 7th.

Phemius, February 7th.

Autolycus, February 8th.

Demodocus, February 19th.

Dolichophon, February 20th.

Euryates, February 24th.

Antenor, March 7th.

British-India and Apear Line.

Talamba, to-day.

Talamba, to-day.

Talanda, December 10th.

Talanda, December 11th.

Talanda, Dec. 18th.

Santhia, December 28th.

Canadian Pacific Line.

Empress of Russia, Dec. 5th.

Dodwell & Co.

Romolo, Dec. 8th.

Dollar S.S. Line.

President Harrison, Dec. 1st.

President Cleveland, Dec. 3rd.

East Asiatic Co., Copenhagen (John

Manners & Co., Agents).

Malaya, Dec. 15th.

Siam, Dec. 15th.

Panama, Dec. 23rd.

Danmark, Dec. 31st.

Jawa, January 20th.

Australian, February 11th.

Eastern and Australian Lines.

Tanda, to-morrow.

St. Albans, Dec. 3rd.

Arafura, January 7th.

Glan Line.

Glenbeg, Dec. 12th.

Carmarthenshire, Dec. 16th.

Glenham, Dec. 31st.

Glenogle, January 7th.

Gardighanshire, January 21st.

Hamburg-America Line.

Kuhr, to-morrow.

Oldenburg, December 14th.

Saarland, Dec. 31st.

Emil Kirdorf, Jan. 7th.

Havelland, Jan. 20th.

Havensstein, Feb. 1st.

Java-China-Japan Line.

Tjikini, Nov. 30th.

Tjikarom, Dec. 3rd.

Tjikarom, December 5th.

Tjikarang, Dec. 10th.

Tjikanoek, December 14th.

Tjikobek, December 17th.

Tjikondari, December 19th.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

CEYLON, JAVA, BUREA, OBYLON, INDIA, PERSIAN GULF
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
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GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons.	From Hongkong (about)	Destination
"KARMALA"	9,128	1st Dec.	Marseilles and London.
"JEYPORE"	9,114	6th Dec. [Mar.	London, Hull, A'werp, B'dam, H'burg
"MALWA"	10,946	8th Dec.	Bombay, Marseilles and London.
"KASHMIR"	9,983	18th Dec.	Marseilles and London.
"NALDERA"	10,969	22nd Dec.	Bombay, Marseilles and London.
"MANTUA"	10,948	5th Jan. 1929	do.
"KALYAN"	9,144	19th Jan.	Marseilles, London and Hull.
"MOREA"	10,953	2nd Feb.	Bombay, Marseilles and London.
"KASAGER"	9,005	16th Feb.	Marseilles, London and Hull.
"MACEDONIA"	11,120	2nd Mar.	Marseilles and London.
"PADUA"	9,307	16th Mar.	Mar., L'don., A'werp, B'dam, H'burg
"KHIVA"	9,135	16th Mar.	Marseilles, London and Hull.
"KAYBER"	9,114	23rd Mar.	do.
"MALWA"	10,980	30th Mar.	Marseilles & London.
"NALDERA"	10,969	13th Apr.	B'bay, Mar., & London.
"KARMALA"	9,128	20th Apr.	Marseilles and London.
"MANTUA"	10,948	27th Apr.	Bombay, Marseilles and London.
"KASHMIR"	9,983	11th May.	Marseilles and London.
"MOREA"	10,953	30th May.	Bombay, Marseilles & London.
"KALYAN"	9,144	8th June.	Marseilles and London.
"SAJPUTANA"	10,663	22nd June.	Bombay, Marseilles & L'don.

